





## Mails.

## NORDDEUTSCHER LLOYD,

BREMEN.

## IMPERIAL GERMAN MAIL LINES

FOR	STEAMERS	TO SAIL
YOKOHAMA and KOBE	"PRINZ SIGISMUND" Capt. D. Lens	About SATURDAY, 3rd April.
NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP and BREMEN	"PRINZ LUDWIG" Capt. F. v. Bister	WEDNESDAY, 7th April, Noon.
SHANGHAI, NAGASAKI, KOBE and YOKOHAMA	"BULO" Capt. H. Fornes	About WEDNESDAY, 7th April.
KODAT and SANDAKAN	"BORNEO" Cap. F. Sembill	Beginning of April.
MANILA, YAP, NEWGUINEA, BRISBANE, SYDNEY and MELBOURNE	"PRINZ SIGISMUND" Capt. D. Lens	FRIDAY, 23rd April, 10 A.M.

For further Particulars, apply to

## NORDDEUTSCHER LLOYD,

MELCHERS &amp; CO.,

GENERAL AGENTS, HONGKONG &amp; CHINA.

Hongkong, 27th March, 1909.

[5]

## MESSAGERIES MARITIMES.

## FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO and FROM EUROPE via SUEZ CANAL.  
TO and FROM JAPAN via SHANGHAI.

FOR	STEAMERS	CAPTAINS	TO SAIL ON
SHANGHAI, KOBE, YOKOHAMA	ERNEST SIMONS	Girard	29th March, P.M.
MARSEILLES, via PORTS	NERA	Martin	30th March, at 1 P.M.
SHANGHAI, KOBE, YOKOHAMA	TOMKIN	Charbonnel	12th April, P.M.
MARSEILLES, via PORTS	CALEDONNIEN	Bruce	13th April, at 1 P.M.

Transshipment on the Co's Steamers at Singapore for Batavia; at Colombo for Calcutta, Bombay and Australia; at Port Said for the Levant, Constantinople and Black Sea.

Through Tickets to London via Paris from £27.10 up to £71.10. 30 hours' railway from Marseilles to London.

Interpreters meet passengers at their arrival in Marseilles.

For further particulars, apply to

P. de CHAMPMORIN,

AGENT,

QUEEN'S BUILDINGS.

Hongkong, 15th March, 1909.

[9]

## MESSAGERIES CANTONNAISES.

FRENCH LINE OF STEAMERS BETWEEN HONGKONG, CANTON AND KOUANG-SI.

S.S. "PAUL BEAU," 1,000 tons, 14 knots.

S.S. "CHARLES HARDOUIN," 1,000 tons, 14 knots.

The speediest, most luxuriously appointed and punctual steamers on the line.

Departure from Hongkong at 10 P.M. (Sundays excepted).

Departure from Canton at 5.15 P.M. (Sundays excepted).

These superb steamers carrying the French Mail are fitted throughout with Electric Light and Fans and were specially built for this trade. Excellent cuisine.

The Company's Own Wharf near Wing Lok Street and its berth in Canton (opposite Shamsees).

For further particulars, please apply to the COMPANY'S OFFICE at Shamsees, Canton, or to their Agents

BARRETTO &amp; CO., Hongkong.

Hongkong, 9th October, 1908.

[4]

EYES



RIGHT!

## N. LAZARUS, OPHTHALMIC OPTICIAN.

CORNER OF D'AGUIAR STREET AND QUEEN'S ROAD.

WILL test your eyes free of charge, and if they are wrong will put them right.

Lenses Ground. All kinds of Repairs. Spectacles for all requirements.

Ask, or write, for Illustrated Booklet on "Defective Sight," free.

LONDON.

CALCUTTA.

SHANGHAI.

John Street, Bedford Row, W.C.

19, Beaulieu Street

100, Nanking Road

Hongkong, 20th March 1909.

[12]

## Information.

## THE YOKOHAMA DOCK CO., LTD.

## No. 1 DOCK.

Length inside 514 ft. Width of entrance, top 95 ft.; bottom 75 ft. Water on blocks, 37.5 ft. Time to pump out, 4 hours.

## No. 2 DOCK.

Length inside, 375 ft. Width of entrance, top 90.5 ft.; bottom 45.3 ft. Water on blocks, 38.5 ft. Time to pump out, 2 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work and a large stock of material is always at hand, (plates and angles all being tested by Lloyd's surveyors).

Two powerful Twin Screw Towboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

Telephone: Nos. 876, 508, or 681.

Telegrams, "Dock, Yokohama," Codes A. B. O. 4th and 5th Edt.

Liebers, Scotts,

A. I. and Watkins.

Yokohama, May 13rd, 1905.

[19]

## DON'T BUY

ELSEWHERE BEFORE YOU CALL AT

## FRENCH STORE

(Opposite ASTOR HOUSE).

## NOW SHOWING

A Large and Fancy Assortment of the Best FRENCH TOYS, DOLLS, TOM SMITH'S CRACKERS,

CADBURY'S CHOCOLATE,

PERNOT BISCUITS.

&amp;c., &amp;c., &amp;c.

Hongkong, 21st November, 1908.

[4]

## F. BLACKHEAD &amp; Co., SHIP-CHANDLERS, SAILMAKERS, COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS AND GENERAL COMMISSION AGENTS.

GROUND FLOOR, ST. GEORGE'S BUILDING, HONGKONG. SOAP AND SODA MANUFACTURERS.

SOLE AGENTS FOR HARTMANN'S RAHTJEN'S GENUINE COMPOSITION RED HAND BRAND, HARTMANN'S GREY PAINT, DAIMLER'S PATENT MOTOR LAUNCHES, &amp;c., &amp;c., &amp;c.

Sole Agents for FERGUSON'S SPECIAL ORRAM and P. &amp; O. SPECIAL LIQUOR BOOTHS WHISKY, &amp;c.

EVERY KIND OF SHIP'S STORES AND REQUISITES ALWAYS IN STOCK

AT REASONABLE PRICES.

Hongkong, 9th March, 1909.

[11]

## LEE YEE

HAIR DRESSING SALOON.

HAS ALWAYS ON HAND

CIGARS, CIGARETTES

AND

TOILET REQUISITES

FOR SALE

12, D'AGUIAR STREET, HONGKONG.

Hongkong, 2nd September, 1908.

[15]

## AN APPEAL.

THE SUPERIORESS of the ITALIAN CONVENT, QAIM ROAD, begs most respectfully to APPEAL to the Residents of Hongkong and the Queen's Road, for their kind patronage and support, and desires to state that she will be pleased to receive orders for all kinds of NEEDLE WORK.

Gentlemen's Shirts made to order, and Cuffs and Collars repaired on old ones.

Ladies and Children's Under-clothing, Children's Dresses, and all kinds of Embroidery, Materials can be supplied if required.

The Superiorress will also be most grateful for any PATCHES or old Envelopes to be made into Books for the Children of the Poor School, who are taught by the Sisters.

Hongkong, 20th April, 1909.

[17]

## PHILATELIC NOVELTY

PRESENTS.

BAGS OF USED POSTAGE STAMPS.

Containing:

All Asiatic Stamps.	All Chinese Stamps.
4,000 for \$8.00	4,000 for \$4.50
3,000 " 7.00	3,000 " 3.50
2,000 " 5.00	2,000 " 2.50
1,000 " 2.00	1,000 " 1.50
500 " 1.00	500 " .50

Also Stamps in Packets and Sets, and other Philatelic Requisites at prices to suit everybody.

VIEW POSTCARDS, ALBUMS, HINGES,

RAPHAEL TUCK'S TOY BOOKS AND

RELIEF SCRAPES,

MANILA CIGARS AND CIGARETTES, &amp;c., &amp;c., &amp;c.

Inspection invited.

GRACE &amp; Co.,

No. 27, Des Voeux Road.

## PEAK TRAMWAYS COMPANY, LIMITED.

## TIME TABLE.

WEEK DAYS.	
7.00 a.m. to 9.30 a.m. ... Every 10 minutes	
9.30 a.m. to 11.00 a.m. ... Every 15 minutes	
11.00 a.m. to 12.45 p.m. ... Every 15 minutes	
12.45 p.m. to 1.15 p.m. ... Every 15 minutes	
1.15 p.m. to 1.45 p.m. ... Every 15 minutes	
1.45 p.m. to 2.15 p.m. ... Every 15 minutes	
2.15 p.m. to 3.00 p.m. ... Every 15 minutes	
3.00 p.m. to 5.00 p.m. ... Every 15 minutes	
5.00 p.m. to 8.00 p.m. ... Every 10 minutes	

NIGHT CARS. 8.45 p.m. and 9 p.m., 9.45 p.m. to 11.15 p.m. every half hour.

SUNDAYS. 8.00 a.m. to 9.00 a.m. ... Every 15 minutes. 9.00 a.m. to 9.30 a.m. ... Every 30 minutes. 9.30 a.m. to 10.30 a.m. ... Every 15 minutes. 10.30 a.m. to 11.00 a.m. ... Every 10 minutes. 11.00 a.m. to 12.00 noon ... Every 15 minutes. 12.00 Noon to 1.00 p.m. ... Every 10 minutes. 1.00 p.m. to 2.00 p.m. ... Every 15 minutes. 2.00 p.m. to 3.00 p.m. ... Every 15 minutes. 3.00 p.m. to 7.00 p.m. ... Every 15 minutes.

NIGHT CARS on Week Days.

SATURDAYS. Extra cars at 2.15 p.m., 11.10 p.m. and 11.45 p.m.

SPECIAL CARS by Arrangement at the Company's Office, ALEXANDRA BUILDING, Des Voeux Road Central.

JOHN D. HUMPHREYS &amp; SON, General Managers, Hongkong, 24th June, 1907.

[13]

## BENGER'S Food

is quite distinct from any other. It possesses the remarkable property of rendering milk, with which it is mixed when used, quite easy of digestion by children, invalids, and convalescents.

Benger's Food is sold in Tins by Chemists, etc., everywhere.

## THE CAMPAIGN AGAINST PLAGUE.

## KEEPING OF CATS.

"Dion" writes the following to an Indian contemporary, which should be interesting in view of the effort of our own Sanitary Board to encourage the keeping of cats as a preventive against the propagation of plague:—

"Rat me so rats! The cat's the thing. Such was the burden of Lieutenant-Colonel Buchanan's discourse at the Medical Congress. Inoculation, segregation, disinfection, may be good enough in their own way, but, taken in the aggregate, these are but poor, partial and not very effectual remedies compared to the powerful instrument against plague, which is at hand, but which has been strangely neglected. Employ cats for the destruction of rats, says Col. Buchanan in effect, and the back of the plague will be broken. If it were feasible to employ a disciplined cohort of cats in each area, with the result anticipated by him, then we may bring ourselves to suffer with resignation the nuisance and discomfort arising from their presence among us. But his boundless faith in the remedy proposed by him is not shared by others. Captain Liston, who holds up the virtues of inoculation, says: 'by all means, let us advocate the keeping of cats; but this cannot be regarded as the beginning and end of plague administration, as some would have us believe.' And the majority, I think, will go with Captain Liston."

## SOME CAT PREJUDICES.

Col. Buchanan is so earnest about his cult of the cat that he has been at some pains to ascertain the feeling entertained by the various Indian communities about the animal. The Parisians have a repugnance to it, and Col. Buchanan has it on the authority of one of their learned clerics that this feeling is to be accounted for, in some measure, by the fact of the animal being loved and cherished by Muslims. It was Muslims who had driven the Parisians out of Persia, and the ill-will which the Parisians bore towards them in consequence, was extended to the animal whom they loved. This idea, I see, is scouted by writers in Paris newspapers, but I have ascertained from Paris friends that there is some truth in it, although as a community they bear no ill-feeling towards their Muslim neighbours. I may quote here an analogous instance of vicarious resentment, recorded by George Barrow in his "Wild Wales," of which a poor cat was the victim. The vicar of Llangollen had left behind him his cat. As nearly the whole population consisted of dissenters, they persecuted it ruthlessly as the Church of England cat, "solely on account of the opinions which it was supposed to have imbibed in the house of its late master." Everybody had a fling at the poor animal, and its condition was most forlorn and miserable until Barrow came to its relief. From what ever reason, the Parisians will have nothing to do with the cat as a domestic pet. With them, the cat is an unclean animal, while the dog is held sacred. The case is quite the reverse with the Hindus. If it were established that the country can be purged of the plague, through the agency of the cat, the Parisians are too sensible not to overcome their prejudice, and harbour the animal in their household.

## THE CROWN AGENTS' OFFICE.

## COMMITTEE'S REPORT.

The report of the Committee of Inquiry into the organisation of the Crown Agents' Office was issued on 22nd ult.

In their recommendations the committee consider that the Crown Agents' Office is not in any sense a private firm, but a Government department, and should be organized on the lines of a department of the home Civil Service, with definite scales of salaries, based upon those in force in the home Civil Service, and that the expenditure on establishments, etc., should be subject to the control of the Secretary of State.

The position of the secretary to the Crown Agents can be better determined at a future date, when the new organization which they recommend has made its result felt.

The committee recommends that the principle of open competitive examination by the Civil Service Commissioners for first appointments should in future be applied to the whole of the clerical staff, which should be recruited from four sources: (a) The examination for junior appointments; (b) the examination for abstraction; (c) the G.P.O. examination for women clerks; and (d) the grade of boy clerks. Further, that a new class of established clerks should be created—Class V—to be recruited from the abstraction examinations, and that not less than half the vacancies in Class III, should be filled by open competitive examination for junior appointments in the Civil Service.

The committee invites attention to the question whether arrangements could not advantageously be made in the future for a Crown Agency warehouse, and if such a warehouse is established whether the packing work at present performed for the Crown Agents by an outside firm of packers could not be carried out in such warehouse. The committee is satisfied that its recommendations, while providing for the efficient conduct of the business of the office, will cause no large immediate increase in its cost, and will eventually lead to substantial economies.

The report is accompanied by a letter from Lord Crews, the Secretary of State for the Colonies, in which he mentions that he had expressed his general concurrence in the recommendations, and had requested the Crown Agents to consider what steps are required in order to give effect to them.

## WEATHER FORECAST AND STORM WARNINGS ISSUED FROM THE HONGKONG OBSERVATORY.

## METEOROLOGICAL SIGNALS.

Meteorological signals are hoisted on the mast in front of the Water Police Station at Tsim Sha Teui for the information of masters of vessels leaving the port. They do not necessarily imply that bad weather is expected here:—

1. A CONE point upwards indicates a Typhoon to the North of the Colony.
2. A CONE point upwards and a UN below indicates a Typhoon to the North-East of the Colony.
3. A DEUM indicates a Typhoon to the East of the Colony.
4. A O N S point downwards and a DRUM below indicates a Typhoon to the South-East of the Colony.
5. A CONE point downwards indicates a Typhoon to the South of the Colony.
6. A CONE point downwards and a BALL below indicates a Typhoon to the South-West of the Colony.
7. A BALL indicates a Typhoon to the West of the Colony.
8. A CONE point upwards and a BALL below indicates a Typhoon to the North-West of the Colony.

Red Signals indicate that the centre is believed to be more than 300 miles away from the Colony.

Black Signal indicate that the centre is believed to be less than 300 miles away from the Colony.

The above signals will, as heretofore, be hoisted only when typhoons exist in such positions or are moving in such directions that information regarding them is considered to be of importance to the Colony or to shipping leaving the harbour.

These signals are repeated at the Harbour Office, H.M.S. Tamar, Green Island Signal Mast, and the Flagstaff on the premises of the Hongkong and Kowloon Wharf and Godown Company at Kowloon.

## URGENT SIGNAL.

In addition to the above, when it is expected that the wind may increase to full typhoon force at any moment, the following Urgent Signal will be made at the Water Police Station, and repeated at the Harbour Office:—

THREE EXPLOSIVE BOMBS AT INTERVALS OF TEN SECONDS.

A Black Cross will be hoisted at the same time, superior to the other shapes.

## NIGHT SIGNALS.

The following Night Signals will be exhibited from the Flagstaff on the roof of the Water Police Station at Kowloon, the Harbour Office Flagstaff, and H.M.S. Tamar:

I. Three Lights Vertical, Green Green Green, indicates that a typhoon is believed to be situated more than 300 miles from the Colony.

II. Three Lights Vertical, Green Red Green, indicates that a typhoon is believed to be situated less than 300 miles from the Colony.

III. Three Lights Vertical, Red Green Red, indicates that the wind may be expected to increase to full typhoon force at any moment.

No. III. Signal will be accompanied by the Explosive Bombs, as above, in the event of the information conveyed by this signal being first published by night.

These Night Signals will be substituted for the Day Signals at sunset, and will, when necessary, be altered during the night.

## SUPPLEMENTARY WARNINGS.

For the benefit of Native Craft and passing Ocean Vessels, a Cone will be exhibited at each of the following stations during the time that any of the above Day Signals are hoisted in the Harbour:

Gap Rock	Aberdeen
Waglan	Sau Ki Wan
Stanley	Sai Kung

Cape Collinson

Sha Tin

Tai Po

This will indicate that there is a depression somewhere in the China Sea, and that a Storm Warning is hoisted in the Harbour.

Further details can always be given to Ocean Vessels on demand, by signal from the Light-house.

W. G. F. T. S.

20th March, 1909.



## Intimations.

# Powell's

are now showing  
special cretonne and  
curtain designs for  
the spring season

## CURTAIN

Madras Muslins in white  
or Eoru with plain,  
Frilled or Fancy  
Bordered Edges  
from 80 cts.  
per yard

## AND

Plain and Figured  
Harness and Book  
Muslins in White  
and Eoru

## GRETONNE

Very special Plain Book  
Muslin Curtains,  
Frilled, 3 sides, in  
White only 3½  
yards long  
\$5.75 per pr.  
4 yards long  
\$7.50 per  
pair

## SHOW

New patterns in Lace  
Curtains from \$5.00  
per pair 4 yards long

## SEE

Latest white ground  
and floral designs in  
washing Cretonne  
for loose covers  
and curtains

## WINDOWS

ALEXANDRA  
BUILDINGS.

28, Queen's Road.

Hongkong, 22nd March, 1909.

## Auctions.

## PUBLIC AUCTION.

THE Undersigned have received instructions  
to sell by  
**PUBLIC AUCTION.**  
FOR ACCOUNT OF THE CONCERNED,  
ON

**SATURDAY,**  
the 3rd April, 1909, at 2.30 P.M., at their  
Sales Rooms, No. 8, Des Vaux Road,  
corner of Ice House Street,  
A LARGE ASSORTMENT OF  
**JAPANESE CURIOS,**  
Comprising:—

FINE HAND-PAINTED JAPANESE  
VASES AND PLATES, GOLD PHOTO  
VICTORIES, CARVED IVORY FIGURES,  
CARVED BRASS, BOATS, VASES AND  
BUDDHAS, SILK-EMBROIDERED and  
CUT-VELVET, WALT HANGINGS,  
SCREENS, FINE PAINTED SATSUMA  
BOWLS, VASES AND PLATES, MOTHER-  
O-PEARL INLAID SCREENS, PANELS,  
FROG SKIN HAND BAGS, KAGA and  
NAGOYA TEA SETS, &c., &c.

Catalogues will be issued.  
TERMS:—As usual.  
**HUGHES & HOUGH,**  
Auctioneers.  
Hongkong, 27th March, 1909. [299]

## Intimations.

**O. C. MOOSA,**  
1 & 8, D'AGUILAR STREET.

## NOVELTIES OF THE SEASON.

Trimmed and Untrimmed:  
**HATS, RIBBONS, FLOWERS,  
FEATHERS, &c., &c.**

**LACE SCARVES, MOTOR VEILS**  
IN  
VARIOUS COLORS.

**MOUSQUETEIRE GLOVES**  
IN  
WHITE, BLACK & COLORS.

**WOOLEN DELAINES, NUNSVEL-  
INGS, VOILES, &c., &c.**

**LADIES' and CHILDREN'S  
UNDERCLOTHINGS.**

Samples on application. Coast  
Port orders carefully executed.  
HONGKONG, 24th September, 1908. [37]

## FURNITURE WAREHOUSE.

**LI KWONG LOONG & CO.,**  
CABINET-MAKERS AND ART DECORATORS,  
from Shanghai, has re-opened their  
**FURNITURE STORE**  
at  
No. 39, DES VAUX ROAD CENTRAL.  
The only Shop in Hongkong with this name.

**WHERE HIGH-CLASS FURNITURE**  
of every description can be made to  
order in any design required.

Have been patronised by the Hongkong  
Club, Hongkong Hotel, Telegraph Co.,  
Messrs. A. S. Watson & Co., Firm and other  
leading Establishments in the Colony, to  
whom reference can be made as to the  
Superior Workmanship and Materials of the  
Furniture, &c., supplied.

Messrs. A. S. Watson & Co., Ltd., write as  
follows:—  
"We have pleasure in stating that Mr. LI  
KWONG LOONG furnished the Annex  
to our Dispensary and gave us every satis-  
faction."

(Sd.) A. S. WATSON & Co.,  
25th May, 1891.

ORDERS punctually attended to, and  
CHARGES most moderate.

**AN INSPECTION INVITED.**  
HONGKONG, 6th August, 1907. [44]

**THERAPION MAY NOW ALSO BE OBTAINED  
IN DRAGEE (TASTELESS) FORM.**

**THE NEW FRENCH REMEDY.**  
NAME: **THERAPION.** MARK:

This successful and highly popular remedy, used in  
the Central Hospital by M. ROSTAN, J. B. J. B.,  
and others, combines all the desiderata to be  
sought in a medicine of the kind, and, what every-  
thing, is a most effective remedy.

**THERAPION NO. 1** is a re-  
medy of short time, taken a few days only, removes all dis-  
charges, effectually suppurating infections, the use of  
which does irreparable harm by laying the foundation of  
stricture and other serious diseases. In dysentery, piles,  
irritation of the lower bowel, cough, bronchitis, influenza,  
and some of the more virulent complaints of this kind, it  
will be found a most efficacious remedy, affording prompt  
relief where the well-known remedies have been found to  
fail.

**THERAPION NO. 2** purifies  
the blood, cures scurvy, spots, blotches, palmar and  
plantar eruptions, and all diseases for which it has been too much a fashion  
to employ mercury, arsenic, and other drugs, which are  
not only useless, but also dangerous. This preparation  
purifies the whole system through the blood, and thor-  
oughly eliminates all poisonous matter from the body.

**THERAPION NO. 3** is a  
disinfectant, and all diseases of the skin, such as  
eczema, scabies, and all other eruptions, are cured by  
its use. It possesses surprising power in restoring strength  
and vigor to those suffering from over-exhaustion, and  
other debility.

**THERAPION** is sold in capsules, and in  
the form of a powder. It is sold in England, and in  
other countries, under the name of "Therapion," and  
is sold in Hongkong, under the name of "Therapion."  
It is sold in Hongkong, under the name of "Therapion,"  
and is sold in Hongkong, under the name of "Therapion."

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It is sold in Hongkong, under the name of "Therapion,"  
and is sold in Hongkong, under the name of "Therapion."

## For Sale.

## THE DAIRY FARM CO., LD.

WE are Specializing in a Line of  
**BACON and HAM.**

**EXCEPTIONAL QUALITY.**

Only 60 cents a lb.

CUT OR UNCUT.

Hongkong, 27th March, 1909. [297]

## THE DAIRY FARM CO., LD.

## BUTTER.

"BUTTERCUP" Brand ..... 73 cents per lb.  
"DAIRYMAID" ..... 75 " "  
"DAISY" ..... 80 " "

ALSO  
FINE PASTRY BUTTER ..... 60  
BEST COOKING BUTTER ..... 40

On and after 1st April, we will  
make no extra charge for cash  
purchases in small money.

Hongkong, 27th March, 1909. [297]

## HONGKONG ICE COMPANY, LIMITED.

IT is hereby notified that on and after this  
date, the selling price of ice, will be  
reduced to HALF A CENT per pound.

**JARDINE, MATHESON & Co., Ltd.,**  
General Managers,  
HONGKONG ICE COMPANY, LIMITED.  
Hongkong, 1st March, 1909. [252]

## GREEN ISLAND CEMENT COMPANY, LIMITED.

## PORTLAND CEMENT.

In Casks of 375 lbs. net \$5.50 per Cask  
or Factory.

In Bags of 250 lbs. net \$8.45 per Bag  
or Factory.

**SHEWAN TOMES & Co.,**  
General Managers.  
Hongkong, 10th August, 1908. [36]

## To Let.

**TO LET.**  
OFFICES and ROOMS on the 1st and 2nd  
Floors of No. 14, Des Vaux Road  
Central (formerly occupied by Messrs. Shewan,  
Tomes & Co.). Rent low.

Apply to—  
**THE COMPAGNIE DEPARTEMENT,**  
E. D. SASSON & Co.,  
Queens Road Central.  
Hongkong, 24th February, 1909. [188]

**TO LET.**  
SHOP and DWELLING HOUSE, No. 78,  
Queen's Road Central.

Apply to—  
**S. J. DAVID & Co.,**  
Princes Buildings.  
Hongkong, 25th March, 1909. [292]

**TO LET.**  
NO. 3 CLIFTON GARDENS, CONDUIT  
ROAD.

A HOUSE in WONG-NEI-CHONG ROAD.  
A HOUSE in RIFON TERRACE.  
OFFICES in YORK BUILDING.

GODOWNS in PRAYA EAST, BLUE  
BUILDINGS, and No. 168, DES VAUX  
ROAD next to the Hongkong Hotel.

FLATS in MORESON TERRACE,  
No. 10, DES VAUX ROAD CENTRAL,  
1st Floor.

Apply to—  
**THE HONGKONG LAND INVEST-  
MENT & AGENCY CO., LTD.,**  
Hongkong, 18th March, 1909. [5]

**TO LET.**  
NOS. 51, 53, & 55, WONG-NEI-CHONG  
ROAD.

Apply to—  
**HONGKONG & KOWLOON LAND  
& LOAN CO., LTD.,**  
No. 8, Queen's Road West.  
Hongkong, 9th March, 1909. [248]

**TO LET.**  
GODOWN No. 54, DUDDELL STREET.

Apply to—  
**THE HONGKONG LAND INVEST-  
MENT & AGENCY CO., LTD.,**  
Hongkong, 1st March, 1909. [52]

**TO LET.**  
TWO AIRY ROOMS in a house on  
BELLIOS TERRACE, first row, entrance  
from Robinson Road. Moderate Rental. For  
particulars, apply to—

"HOUSEHOLDER,"  
C/o Hongkong Telegraph.  
Hongkong, 5th March, 1909. [239]

**Dentistry.**  
**TSIN TING.**

LATEST METHODS OF DENTISTRY.  
STUDIO AT NO. 14, D'AGUILAR STREET.

REASONABLE FEE.  
Consultation Free.  
Hongkong, 20th June, 1904. [1]

**DR. M. H. OHAUN,**  
THE LATEST METHOD  
of the  
**AMERICAN SYSTEM OF DENTISTRY**  
14, QUEEN'S ROAD CENTRAL.  
From the University of Pennsylvania, U.S.A.  
Hongkong, 19th April, 1904. [1]

## KULANGSU (AMOI) MUNICIPAL COUNCIL.

Minutes of a meeting of the Council, held at  
the Board Room, on the 9th March, 1909.  
Present:—Messrs. W. H. Wallace (Chair-  
man), J. S. Fenwick, W. Kruse, A. H. Wilker,  
the Health Officer and the Secretary.

The minutes of the last meeting were read  
and confirmed.

Applications for the post of Asst. to the  
Secretary and Superintendent of Police were  
considered.

Ordinary routine business was transacted.  
The Superintendent of Police reported the  
following cases had been dealt with at the  
Mixed Court since the last meeting:—Sum-  
monses: 1. Employing night toll into the public  
drains, 2. Illegally removing property, 4.  
Debt, 2. Obstructing the public roads, 1.  
Breach of Slaughter-house Regulations, 1.  
Allowing pigs and cattle to stray, 2. Breach  
of the peace, 1. Keeping a gambling house, 1.  
Throwing rubbish on to the public roads, 1.

Summary Arrests: 1. Gambling, 4. Committing  
a nuisance, 4. Breach of Opium Regulations, 1.  
Kidnapping, 4. Breach of prison regulations, 2.  
Assault, 1. House-breaking, 2. Theft, 2.

(Signed), W. KRUSE,  
Vice-chairman.

By order,  
C. BERKELEY MITCHELL,  
Secretary.

## JOINTS INFLAMED—AN AGONY TO MOVE.

**ANOTHER RHEUMATIC SUFFERER FINDS  
PEACE AND CURE IN  
Dr. Williams' Pink Pills.**

After months of suffering Mr. Louis Gunner,  
of 89, Great Road, Bombay, tells below how  
Dr. Williams' Pink Pills cured him of Anemia  
and Rheumatism, and made him a strong and  
healthy man.

Mr. Gunner said:—"Some months ago I  
became very anemic, my face lost all its colour  
and my hands were numb and seemed like  
heavy weights. My head always ached; I felt  
depressed and too tired to work and wanted to  
sleep all day. My tongue was furred and my  
sight became dim. I was a martyr to nerves  
and the least noise upset me.

"Then I had  
an attack of  
Rheumatism,  
which was ag-  
gravated by my  
getting wet  
through several  
times in the  
heavy Indian  
rains. My  
joints became  
inflamed; the  
pains in my legs  
and back were  
unbearable, and  
I could not  
mount the stairs  
without  
assistance. It  
was agony to  
move. I consulted  
my doctor and tried  
all sorts of medi-  
cines but without  
the slightest  
benefit. I had given  
up hope when my  
chemist recom-  
mended Dr. Williams'  
Pink Pills for  
Pale People. I  
decided to give  
them a trial, and  
with what wonder-  
ful results!

"After taking these pills a little while I felt  
as if new life was being poured into me. The  
headaches disappeared, my sight became clear  
and my nerves grew stronger. I persevered with  
Dr. Williams' Pink Pills and soon all traces of  
Rheumatism were banished. My weight  
increased and I rapidly regained health and  
strength, until now I am as fit as ever I was."

Dr. Williams' Pink Pills for Pale People, by  
their unique power of making Rich, Red Blood,  
have cured innumerable cases of Anemia and  
Rheumatism, Indigestion, Malaria, Eczema,  
Nervous Disorders, St. Vitus' Dance, Sciatica,  
Paralysis, and Women's Aches and Pains.

These Pills are obtainable at most shops  
where medicines are sold, and also direct from  
the Dr. Williams' Medicine Co., 8 B Kinkiang  
Road, Shanghai, at \$1.50 per bottle or 6 bottles  
for \$8/-, max. post free. [2]

**Intimations.**  
**PABST BREWING COMPANY,**  
**MILWAUKEE.**

**FRESH SUPPLIES**  
ALWAYS KEPT IN STOCK  
BY  
**SIEMSEN & Co.,**  
Agents for  
HONGKONG & SOUTH CHINA.  
Hongkong, 20th July, 1907. [12]

**NOTICE TO SUBSCRIBERS.**  
FROM and after 1st January, 1909, the  
rates of Subscription to the *Hongkong*  
*Telegraph* (daily and weekly issues) will be as  
follows:—

DAILY—\$36 per annum.  
WEEKLY—\$15 per annum.

The rates per quarter and per month, pro-  
portional. Subscriptions for any period less  
than one month will be charged as for a full  
month.

The daily issue is delivered free when the  
address is accessible to messenger. Peak  
subscribers can have their copies delivered  
at their residences without any extra charge.  
On copies sent by post an additional \$1.50  
per quarter is charged for postage.

The postage on the weekly issue to any part  
of the world is 50 cents per quarter.  
Single Copies, Daily, ten cents. Weekly,  
twenty-five cents (for cash only).

(PAYABLE IN ADVANCE.)  
There will be no rebate to Missionary  
Subscribers as heretofore.

By Order, **THE MANAGER**  
Hongkong Telegraph Co., Ltd.  
Hongkong, 22nd December, 1908. [6]

## Consignees.

## BANK LINE, LIMITED.

## NOTICE TO CONSIGNEES.

**STEAMSHIP "KUMERIC."**  
FROM TACOMA, VICTORIA, YOKO-  
HAMA, KOBE AND MOJI.

THE above Steamer having arrived, Con-  
signees of Cargo are hereby requested to  
send in their Bills of Lading for countersignature  
and to take immediate delivery of their  
Goods from alongside.

Cargo impeding the discharge of the Vessel  
will be landed and stored at Consignees' risk  
and expense.

No Fire Insurance will be effected by us in  
any case whatever.

**DODWELL & CO., LIMITED,**  
Agents.  
Hongkong, 24th March, 1909. [10]

## FROM EUROPE.

## THE H. A. L. Steamship

"BRISGAVIA,"  
Captain Schwinghammer, having arrived, Con-  
signees of Cargo are hereby requested to send  
in their Bills of Lading for countersignature  
by the Undersigned and to take immediate  
delivery of their goods from alongside.

Optional Cargo will be forwarded unless  
notice to the contrary be given before TO-  
DAY.

Any Cargo impeding her discharge will be  
landed at Consignees' risk into the hazardous  
and/or extra hazardous Godowns of the Hong-  
kong and Kowloon Wharf and Godown Co.,  
Limited, and stored at Consignees' risk and  
expense.

All Claims must be presented within ten  
days of the steamer's arrival here after which  
date they cannot be recognized.

No Claims will be admitted after the Goods  
have left the Godowns, and all Goods remaining  
undelivered after the 1st prox., will be sub-  
ject to rent.

All broken, chafed, and damaged Goods are  
to be left in the Godowns, where they will be  
examined on the 1st inst.; at 3 P.M.

No Fire Insurance has been effected.  
**HAMBURG-AMERIKA LINE,**  
Hongkong Office.  
Hongkong, 25th March, 1909. [194]

## NORDEUTSCHER LLOYD, BREMEN.

## IMPERIAL GERMAN MAIL LINE.

## NOTICE TO CONSIGNEES.

## THE Steamship

"GOEBEN,"  
having arrived, Consignees of Cargo are hereby  
informed that their Goods, with the exception  
of Opium, Treasure and Valuables, are being  
landed and stored at their risk into the hazardous  
and/or extra hazardous Godowns of the Hong-  
kong and Kowloon Wharf and Godown Com-  
pany, Limited, at Kowloon, and West Point  
Godowns, whence delivery may be obtained.

No Claims will be admitted after the Goods  
have left the Godowns, and all Goods remain-  
ing undelivered after the 1st of April, will be  
subject to rent.

All broken, chafed, and damaged Goods are  
to be left in the Godowns, where they will be  
examined on the 1st of April, at 9.30 A.M.

All Claims must reach us before the 4th of  
April, 1909, or they will not be recognized.

No Fire Insurance will be effected.  
Bills of Lading will be countersigned by the  
Undersigned.

**NORDEUTSCHER LLOYD.**  
**MELCHERS & Co.,**  
General Agents.  
Hongkong, 26th March, 1909. [15]

## NOTICE TO CONSIGNEES.

## THE P. &amp; O. S. N. Co.'s Steamer

"NUBIA,"  
FROM ANTWERP, LONDON, MALTA,  
PORT SAID, SUEZ, COLOMBO,  
AND STRAITS.

Consignees of Cargo by the above-named  
vessel are hereby informed that their Goods are  
being landed and placed at their risk in the  
Hongkong and Kowloon Wharf and Godown  
Company's Godowns at Kowloon, where each  
consignment will be sorted out mark by mark,  
and delivery can be obtained as soon as the  
Goods are landed.

Optional Goods will be landed here unless  
instructions are given to the contrary before  
6 hours.

Goods not cleared by the 2nd April, at  
4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in  
any case whatever.

Damaged Packages must be left in the  
Godowns for examination by the Consignees  
and the Company's representative at an  
appointed hour.

All claims must be presented within ten  
days of the steamer's arrival here after which  
date they cannot be recognized.

No claims will be admitted after the goods  
have left the Godowns.

**E. A. HEWETT,**  
Superintendent.  
Hongkong, 26th March, 1909. [14]

**D. NOMA,**  
PROFESSIONAL TATTOOER  
AND  
THE EXPERT REMOVER OF TATTOO  
MARKS.  
No. 60 QUEEN'S ROAD, CENTRAL.

**PATRONISED BY PRINCE OF WALES,** then  
H. R. H. The Duke of York, and  
H. R. H. The Emperor of Russia, and having  
4,500 testimonials from all sources.

My 34 years' experience in tattooing is a  
guarantee of good work and prompt execution.  
My colours are absolutely fast and perfectly  
harmless, and produce a charming effect not  
attainable by any other, as their composition is  
only known to me.

In tattooing unlike some  
species of engraving, care must be taken to  
have the work done in a perfect, high-toned  
manner. In order to take special precaution  
against possible danger, I use fresh materials  
daily.

The copying of Portraits with distinct  
maintenance a specialty.  
Hongkong, 1st September, 1908. [13]

## Intimations.

## NOTICE.

IN conformity with Article III. of the  
General Regulations of the Chinese  
Pilots Service, a Board of Appointment will  
hold a competitive examination at the Harbour  
Master's Office, Canton, at 10 A.M. and April  
1909, to fill one vacancy for a PILOT in the  
Canton Pilot Service.

Only those who have served an Apprenticeship  
are eligible for appointment.

**FRANK HARRIS,**  
Acting Deputy Coast Inspector and  
Harbour Master.

Custom House,  
Harbour Master's Office,  
Canton, 26th March, 1909.

Approved:  
**PAUL H. KING,**  
Commissioner of Customs,  
Canton. [298]

**INTERNATIONAL SLEEPING CAR**  
and  
**EXPRESS TRAINS Co**  
(THE  
GREAT TRANS-SIBERIAN ROUTE  
TO EUROPE.)

HAVING been appointed AGENTS for  
the above Company, we shall be  
pleased to give any information as to rates of  
passage, &c., in connection with above.

**SHEWAN TOMES & Co.**  
Agents.  
Hongkong, 1st Feb. 1909. [155]

Telephone: 482. Telegrams: "Cyclometer."

**CONTINENTAL**  
AND  
**HOME RATES.**

**IMPORT AGENTS**  
FOR  
**Motor Cars,**  
Cycles,  
Launches,  
Automobiles.



## Intimation.

**A. S. WATSON & CO.,**  
LIMITED.

ESTABLISHED A.D. 1841.

## CHEMISTS

BY APPOINTMENT TO HIS EXCELLENCY THE  
GOVERNOR AND HOUSEHOLD.

# Watson's HYGIENOL,

AND

## BUBONIC PLAGUE!

It has been proved by repeated experiments that "WATSON'S HYGIENOL" is the most potent agent for the destruction of fleas, especially rat fleas.

It has now been proved that Plague is conveyed to human beings by means of fleas from rats which have died of this disease.

All risk of infection can be avoided by washing the floors, etc., or sprinkling where the fleas are likely to be with a dilute solution of "WATSON'S HYGIENOL." A teaspoonful to a pint of water, or a teacupful to three gallons, makes a solution of the strength required for this purpose.

## HYGIENOL IS A POWERFUL DISINFECTANT AND GERMICIDE

Price per Pint ..... 50 cents  
" " Gallon ..... \$2.00

**A. S. WATSON & CO.,**  
LIMITED,  
HONGKONG DISPENSARY

AND  
KOWLOON DISPENSARY.  
Hongkong, 17th March, 1909.

## The Hongkong Telegraph

HONGKONG, MONDAY, MARCH 29, 1909.

## STEAM-TRAWLERS IN JAPAN.

The Japanese Government is confronted with a somewhat curious situation arising out of an agitation set up by a number of fishermen against the use of steam-trawlers. At a conference of fishermen's guilds throughout the country held recently in Tokyo a resolution was passed to memorialise the Government to prohibit trawling in this country. The conference has also presented petitions to the Houses of the Diet with a view of putting the resolution into effect. The *Japan Chronicle*, from which we quote this article, says: "As will be remembered, the Government has done much in the past to encourage the introduction of the trawler into Japan and its wider adoption has been furthered even by the grant of a subsidy. Such being the case, the remarkable anomaly presented by the agitation against the use of trawlers is being watched by the public with more than ordinary interest. With reference to this subject, the *Tokyo Asahi* remarks that the House of Representatives seems to be convinced of the advisability of prohibiting or putting a restriction on the operations of the method of fishing complained of. The Government on the other hand, finds itself in a rather awkward dilemma, inasmuch as the interdiction of the trawler at this juncture would be tantamount to an admission of its want of foresight and judgment. Nevertheless, there is no doubt as to the injury which the trawler inflicts on the piscatorial industry of the country. In the opinion of our Tokyo contemporary the trawler has been introduced into Japan rather recklessly, no attention being given to its possibilities and its probable effect on the fishermen. Now that the injurious effect of this method of fishing has been vividly brought home, it is only proper that the Government should rectify its error.

Trawl-fishing is said to be most effective in waters from 20 to 70 fathoms deep, continues the *Asahi*, but those depths are exactly the spheres where the ordinary fisher-folk carry on their avocation and the extermination of the depths of the deep by an extremely effective innovation is more than the fishermen can tolerate. It is not surprising that the trawler has given rise to such vehement opposition. A Parliamentary delegate of the Government declared it to be the intention of the latter to enforce restriction on the area of operation and on the size of the meshes of the trawler's nets so as to prevent a conflict with the interests of the other fishermen; but our contemporary is inclined to doubt the efficacy of such a restriction. The wholesale destruction of fish by the trawler is well recognised in countries where it has been

tried. In Canada, for example, its use is absolutely prohibited. Even in the North Sea of Europe, where it is much in vogue, it is interdicted within the territorial waters of the respective countries. In Japan, the interests of ordinary fisher-folk are greatly menaced by the trawler, not only on account of the extermination of fish on the coast but also by the underselling following on the plentiful catch. From a careful consideration of the question in all its aspects, our contemporary comes to the conclusion that the Government would be best advised in prohibiting trawl-fishing once for all.

## LOCAL AND GENERAL.

A SHOEMAKER, of 49, Gough Street, was fined \$5 to-day for being found drunk and disorderly.

THE total output of The Chinese Engineering and Mining Company's three Mines for the week ending March 13, 1909, amounted to 27,957.79 tons and the sales during the period to 32,041.53 tons.

THE floating carcass of a whale was sighted in Lat. 35.10 N., Long. 121.5 E., at 2 p.m. on the 19th inst. by the I. C. S. *Taka-mi*. It was fifty feet in length and was in an advanced state of decomposition.

MR. C. Grenville Albaster, who has been secretary of the China Association in London, has now left the Association. Mr. Albaster is leaving London shortly for Hongkong, where he proposes to practise at the local Bar.

SIR J. H. Stewart Lockhart, Commissioner at Weihaiwei, who is paying a visit to H.E. Yuan Shu-huei, Governor of Shantung, was entertained on 20th March by the highest officials. Half a dozen foreigners were present. Sir Stewart Lockhart is accompanied by Mr. R. F. Johnson, the District Officer at Weihaiwei.

COMMISSIONED at Sheerness on Sept. 4, 1906, for surveying service, the sloop *Merlin* is ordered to be recommissioned at Hongkong for further surveying service on the China Station on the arrival of her relief crew, which is to be drawn from Chatham, and was to proceed to Hongkong in the P. and O. steamship *Samoli*, leaving the Albert Docks, London, on March 13.

THE *Gazette* notifies that the King has been pleased to approve of Mr. J. H. de Reus as Consul-General of the Netherlands of Hongkong and British Kowloon. This, we believe, the first occasion on which the words "and British Kowloon" have been added, either to the appointment of foreign Consuls to Hongkong or to that island only. — *L. and G. Express*.

THE attention of householders is directed to the sale of high-class Irish-linen goods by Messrs. Hughes and Hough to-morrow and on Wednesday. In view of the success which attended a similar auction some time ago, we feel certain there will be the same patronage extended to the sale, which affords an opportunity of obtaining goods of high quality combined with cheapness.

THE following officers have been appointed to the survey ship *Merlin* on recommissioning for further service in Far Eastern waters: Captain Frederick C. Leatham, in command; Lieutenants F. A. Reyno (first officer), J. Harvey (navigating officer), D. M. Davies (re-appointed), A. C. H. Duke (re-appointed), and V. I. Griffiths; Sub-Lieutenant G. Llewellyn, and Boatswain F. C. Monk.

ACTING on the representations of many merchant shipmasters, the Imperial Merchant Service Guild have urged upon the Board of Trade the desirability of instituting a British Consul at Gulfport, Miss., U.S.A. This is a port which has developed considerably of late, and which is frequented very greatly by British Shipping. The Guild have pointed out that serious inconvenience has arisen owing to the absence of a British representative there. The Board of Trade, in reply, state that they have forwarded the Guild's letter to the Foreign Office, from which it is to be hoped that something may be done in the matter.

MR. FREDERIC C. JONES, Commissioner of Trade to the Queensland Government, passed away at the General Hospital, Shanghai, on Monday, 22nd March, after a brief illness, extending over only two days. The cause of death was pneumonia. Mr. Jones was a native of England, but emigrated to Queensland, Australia, at an early age. About a year ago he was appointed Commissioner of Trade in Shanghai by the Queensland Government, and was indefatigable in his endeavours to promote trade between his adopted country and Shanghai. It is stated on reliable authority that a substantial business transaction was engaging his attention when he was stricken down. The deceased leaves a wife in England, a married daughter at Hongkong, and a son and daughter in Shanghai.

INSPECTOR Robertson prosecuted a very undesirable character in the Police Court this afternoon before Mr. Hazleland. It appears that at about nine o'clock on Saturday night, the prisoner, a Chinaman, was found molesting a Chinese woman at Shek-tong-tui by expectorating on her dress, thereby destroying it. On hearing the cries from the woman, P. O. 94 gave chase, and ran the culprit to earth in a very short time. The man was today charged with larceny, which was altered to one of disorderly conduct. The magistrate said this was the second case which came before him to-day and fined defendant \$50 for the alternative of two months' hard labour, further remarking that in the event of a recurrence of a similar offence, he would deal severely with the offender without the option of a fine. Another Chinaman was also fined by Mr. Hazleland \$5 for snatching from a girl's pocket a handkerchief, while she was proceeding down Queen's Road in a ricksha.

## THE SANITARY BOARD.

MR. HO KONG TONG'S APPOINTMENT.

The vacant Chinese seat on the Sanitary Board, caused by the retirement of Mr. Fung We Chuen, has just been filled with the appointment of Mr. Ho Kong Tong, assistant comprador to Messrs. Jardine, Matheson & Co., Ltd. This gentleman is one of the members of the Ho family, by whose conspicuous success in business and the munificence of their donations towards all that concern the public weal in the Colony, they have established a name for themselves. Himself a member of every representative Chinese committee in Hongkong, and the Tung Wa Hospital, Mr. Ho Kong Tong has been identified with nearly every public movement for the promotion of the interests of his compatriots in the Colony. He has a store of information concerning "things Chinese," whether as regards their sanitary requirements or commercial necessities, that should be of invaluable aid in the deliberation of measures affecting the Chinese here. His own admitted deficiency of a thorough and comprehensive knowledge of the English language may militate against his value as a public debater, but what he lacks in linguistic attainments is more than made up for in the wide range of his acquaintance with the needs of his compatriots and his intimate touch with them. He brings to bear on the councils of the Board informative knowledge which should stand his colleagues in good stead.

## SAILORS AND SOLDIERS HOME.

APPEAL FOR FUNDS.

We have received the following communication from the Rev. J. A. A. Baker, president of the Sailors' and Soldiers' Home, Arsenal Street:—

In placing this appeal before the public of Hongkong we would point out that the Home has for eight years filled a great need in the life of the Colony. It is difficult to realise the full blessing its attractions and influence have been to our sailors and soldiers. Men of all creeds have been welcome to its advantages, and by their abundant patronage have shown their appreciation thereof. It perhaps will surprise some to learn that during the past year more than 12,000 men have slept in the comfortable, clean beds of the Home. When it was opened it was the only place of its kind where sailors and soldiers could sleep for a night. Not only has the Home provided for the temporal welfare of the men but also it has been a centre of vigorous activity in temperance and religious work.

If this worthy institution is to continue its past successful work it is absolutely necessary that the interior and fittings should be thoroughly renovated; that the sanitary arrangements should be brought up to date; that the rough walls should be plastered, electric light installed, and in other ways so to improve the interior as to ensure its being an attractive Home.

For this purpose a sum of \$10,000 is urgently required, a portion of which amount it is hoped will be obtained from England. During the eight years of the Home's existence no appeal has been previously made to the public of Hongkong, and it is therefore with confidence we earnestly solicit the generous help of those who have at heart the highest welfare of our sailors and soldiers. Inspection of the Home by those interested in its work is cordially invited. Donations should be sent to—The Rev. J. A. A. Baker, 2, Morrison Hill, or to Captain F. A. Brown, Hongkong and Kowloon Godown Co., Ltd., Kowloon.

## THE LATE DR. PAULON.

PROPOSED MEMORIAL.

The following letter is addressed to the N. C. D. News:—

Sir,—A number of friends of the late Dr. Paulon desire to perpetuate the good Doctor's memory in such manner as would probably best meet his approval were he still with us. For this purpose it is proposed to purchase the site of the "Tung Chee" Hospital for Chinese, which was entirely a creation of his own and where he devoted a large share of his scant spare time to his native patients, and to endow same with a sum of money, the interest on which would be sufficient to meet current expenses after allowing for contributions from paying patients. The Hospital would be renamed the "Paulon Hospital" and a suitable inscription and, perhaps, a bust of the Doctor provided in the hall.

It is estimated that the sum required will be about Tls. 30,000, and for such a very excellent object it is hoped there may not be much difficulty in raising this amount among the many native and foreign friends of the late Doctor.

We should feel obliged if you would favour this scheme with your support and also agree to receive donations on its behalf which would be taken charge of and accounted for later on by the present Committee.

We are etc.,  
H. E. Arnold, C. Badeker, A. Berg, J. C. Bergendahl, Puri (Consul-General for Germany), Che' Pao-sai, Chiu Fai-fang (Manager, The China Merchants' S. N. Co.), J. R. Ellis, L. Escarpnac, H. Figges, C. Fiak, J. P. D. Griffin, A. G. Hickman, G. Henrich, H. E. Hobson (Commissioner of Customs), Jas. N. James, W. L. Goss, David Landale, A. McLeod (Chairman of the Governors of the Shanghai General Hospital), C. Michels, Phil. Moeller, Th. Morat, J. Nolasco, K. Oldorp, W. Adams Oram, W. A. C. Platt, Chas. Reynes, Walter Schaff, J. F. Seaman, Sheng Hsuan-hwai, U. A. Stempel, C. Steinhilber, Otto Struckmeyer, W. Saw-chin, Ye. Ya-ching, A. Sickerhann.

[We thoroughly endorse the proposal here set forth and shall be glad to acknowledge subscriptions devoted to this purpose, in our columns.—ED.]

## PORTUGUESE NAVAL VISITORS.

ENTERTAINED AT "DUART".

The frequent meeting of three Portuguese warships in port at one and the same time and the circumstance of three vessels of the Portuguese Navy being now in the harbour was made the occasion of a very pleasant gathering at the consular residence—"Duart"—of Mr. J. J. Leiria, Consul for Portugal in Hongkong, yesterday afternoon. At the invitation of Consul and Mrs. Leiria a party of twenty-five, thoroughly representative of the respective naval units of His Most Faithful Majesty in port, sat to luncheon and enjoyed the well-known hospitality of their genial hosts. Among those present were—Capt. A. J. d'Almeida, of the *Vasco da Gama*, Lieut. J. C. Costa Marques of the *Paria*, the commanding officer (Capt. Affonso being absent through indisposition), and Capt. E. Gageas, who has been drafted from the *Paria* on special commission to convey the *Dilly* to Timor, the Misses, Loureiro, Mr. J. L. de S. Alves, president of the Club Lusitano, and other friends.

At the conclusion of the lunch felicitous speeches were exchanged, high compliments being paid to the hosts whose hospitality, one speaker remarked, was known to the best circles in the Portuguese metropolis. Cordial wishes were exchanged for a pleasant sojourn of the Portuguese fleet in these waters and for the continued prosperity of the Consular official whose successful representation of his country in this Colony met with such universal commendation.

## FATAL SHIPPING ACCIDENT.

CRUISER LOSSES FIVE MEN.

One of the most lamentable calamities which it has been our lot to record for some time occurred just beyond Woosung on Tuesday morning, as a result of which five Austrian sailors on board the Austrian cruiser *Kaiserin Elisabeth*, were drowned within the sight of their comrades, who were unable to lift a hand to succour them, reports the *Shanghai Times* of 26th March. The cruiser left her anchorage in the river on Monday evening en route for Ningpo, but Captain Weizburg decided, on arrival at Woosung, to anchor for the night, as a heavy fog was settling down. An anchor was accordingly let go and fires were banked. As the night wore on the water became rough and the anchor chain parted, but the other anchor was dropped and held the cruiser for the remainder of the night. With morning better conditions prevailed and a second start was made; but again the descending fog necessitated a second time anchoring.

The fires were allowed to go down, a little steam being kept in one boiler. As the day wore on the weather grew worse and soon a nasty sea was running which caused the cruiser to toss about, tugging at her anchor chain, which suddenly parted leaving the vessel practically helpless for the time being. Steam was hurriedly got up, while a boat containing ten or twelve men was lowered in an effort to drag for the lost chain and anchor. As the sea was very rough, the boat was tossed about like an egg shell and was finally driven against the ship's side and capsized, leaving all the men struggling in the water. Five of the unfortunate sailors were washed away and drowned, while the remainder, after a severe struggle and great difficulty, were rescued and drawn on board the ship. In the meanwhile the vessel was drifting about at the mercy of the wind and sea, and at the last minute signal guns were fired for assistance, over thirty guns being fired before the signals were made out, when the Japanese cruiser *Otowa* steamed with full speed to the assistance of the big cruiser.

Captain Herzberg, seeing that both his anchors were gone and realizing the danger his ship and crew were in decided to beach his vessel, and he drove her ashore on the mud where she was soon resting.

The vessel remained in this position until the following day, when the weather having moderated, she was, with the assistance of the *Otowa* and others, soon floated into deep water and having full steam up, she headed back for Shanghai where she arrived on Wednesday and was moored close to the International Dock. It is believed that the vessel will be docked in order to ascertain if she has sustained any damage. It is also reported that while the signal guns were being fired one of the sailors was injured by the recoil of one of the guns.

## FOREIGN TRADE IN 1908.

Special attention being apparently given to the Customs table regarding movements of goods and Treasure at the present time, the Acting Inspector General has approved of the following information being given in advance of the publications of the annual returns.

DIRECT FOREIGN TRADE OF CHINA IN 1908.

Net Foreign Imports	Exports	Total
Hk. Tls. 194,501,478	276,660,473	671,161,951

TREASURE IMPORTED INTO AND EXPORTED FROM THE "COMMERCIAL AREA" IN 1908.

Gold	Silver
Imports	Exports

Chinese Ports from Foreign Countries, including Hongkong..... 514,415 19,853,841  
Deduct Hongkong..... 143,131 12,853,308

Hongkong from Non Chinese Ports..... 315,334 7,000,533  
Deduct Hongkong..... 143,131 12,853,308

Chinese Ports to Foreign Countries, including Hongkong..... 15,072,010 32,361,515  
Deduct Hongkong..... 143,131 12,853,308

## HONGKONG VOLUNTEER CORPS.

ANNUAL INSPECTION BY MAJOR-GENERAL BROADWOOD.

To the strains of The Buff Band, some 200 men of the Hongkong Volunteer Corps marched to the polo ground on Saturday afternoon to all their martial pride. It was, as usual, a regular day in the annual routine of our citizen soldiers, the occasion being the annual inspection of the Corps by the Officer commanding the Forces in South China. There was a strong muster of men at the Volunteer Headquarters long before 3 o'clock, and a little later, the order was given to march to the polo ground.

On reaching the large and spacious flats, the men were drawn up in the following order, from right to left, facing south-east—Hongkong Mounted Troop (Hongkong Volunteer Artillery); the Engineers; the newly formed Infantry Company and the Cadets. Shortly after four o'clock, H.E. Major-General Broadwood arrived, and was met by a general salute. The General then proceeded to inspect the ranks of the different units. This over, the men were drawn up in quarter column formation and marched past to the strains of the Corps March with almost military precision, the same order being maintained General Broadwood took his salute. The Corps then advanced in review order after the usual salute preceding that evolution had been given. The units taking part then quickly reverted to the original position, when Major-General Broadwood addressed the following words to the Corps:—

Lieut. O. L. Chapman, Officers and men of the Hongkong Volunteer Corps—I congratulate you on the excellent parade you have given me to-day and your smart turn-out this afternoon. I am very pleased that the Corps took part in the recent mobilization, when some good work was put in, and I hope that in future years, you will continue to do so.

The men then marched back to headquarters, where the inner man was regaled with refreshments.

The strength of the total number of men composing the various units who turned out on Saturday afternoon was 211.

The Officers present were—Lieut. Col. A. Chapman, Major D. Macdonald, Second in Command, Capt. A. J. Thompson, Staff Officer, Capt. J. H. W. Armstrong, Capt. G. P. Lammie, Capt. W. A. Crake, Capt. G. W. Wood, Lieut. H. W. Kennell, Lieut. E. D. C. Wolfe, Lieut. W. M. Scott, Lieut. C. H. Ross, and Lieut. J. I. Andrew, and Lieut. L. C. Rees, and Lieut. W. Russell, and Lieut. W. H. Williams, with Acting Sergt.-Major Avenell.

## THE RECENT EARTHQUAKE.

SOME YOKOHAMA INCIDENTS.

Further details are published by the *Japan Gazette* regarding the recent severe earthquake in Yokohama. The total extent of the damage is not yet known, as reports are continually coming in.

It is now reported that the high, brick chimney of the Negishi Bridge collapsed and fell upon the buildings of Nos. 2 and 3 workshops, totally wrecking them. None of the prisoners were injured.

The building occupied by Mr. E. C. Davis, No. 2, 6, Bluff, was badly damaged by the collapse of a chimney, and it is stated that the loss sustained amounted to over ¥5,000.

On the Bluff altogether 96 houses are reported to have suffered more or less severe damage, while 294 were slightly damaged, the losses being estimated at about ¥25,000.

From residents of Yokohama details of notable experiences in the severe earthquake shock of the 13th instant continue to be received.

It appears that an extraordinary escape from injury, and perhaps death, was the happy experience of the family of Mr. and Mrs. E. J. Moss, at 101, Bluff, where the effect of this exceptional "twister" was very severe. The family desired to leave the house and seek safety in the garden, but were restrained by Mr. Moss. Next morning he found that a heavy chimney had fallen in the garden at the very point where the younger members of his household would certainly have sought refuge and where it would certainly have fallen among them. His cool forethought is matter of congratulation. Mr. Moss, after over forty years' residence in Japan, says that this was the worst earthquake he has experienced.

It is told that a foreign nurse in the Yokohama General Hospital also played a part worthy of commemoration. It seems that there was a woman-patient there whose condition was critical; an operation had been performed and any personal movement on her part would have been fatal. The earthquake, as is well known, found an easy prey in the hospital, and tiles were ripped off wholesale, while the whole building was racked and damaged with accompanying fearful noises. The patient, in her precarious condition was almost irresistibly impelled to rise, and escape, but it is said that this foreign nurse, forgetting her own peril, kept her to her bed, both fortunately escaping injury.

Another very serious loss occasioned by the earthquake was at the Catholic Convent, No. 88, Bluff. It appears that the walls of No. 88, formerly owned by Judge Hannon, gave way, and some heavy stones loosened there fell on the roofs of the Japanese kitchen belonging to the Korean Jo-yakko, a department of the Convent School, which they utterly demolished. The, with shattered chimneys and broken walls, makes up a damage estimated at over ¥2,000—a very considerable sum for an institution conducted on charitable lines and which is necessarily not insured against such a contingency. A more intimate tragedy was the fall of a cherished statue in the Convent whereby a recent importation from France was irreparably mutilated.

The property sale which was to have taken place at Messrs. Hughes and Hough's this afternoon has been postponed.

## THE SHANGHAI AND HONGKONG WHARF COMPANY.

ANNUAL MEETING.

The annual general meeting of shareholders of the Shanghai and Hongkong Wharf Co., Ltd., was held at the office of the General Agents, Messrs. Jardine, Matheson & Co., Ltd., Shanghai, on 23rd March. Mr. David Landale presided, and there were also present Messrs. A. McLeod, C. W. Wrighton, H. A. J. Macrae (Directors), R. B. Ellis, J. A. de St. Croix, R. J. Hardoon, J. M. Young, L. J. Clark, Wm. Lunt, S. S. Benjamin, Barnes Moss, P. Crighton, Duncan Glass, T. Pemberton, R. E. Kadoris, A. L. Anderson and Brodie A. Clarke.

After calling the meeting to order the Chairman said:—Gentlemen.—In the first place I would like to apologise for being unavoidably the cause of yesterday's adjournment. I should have called attention to the fact that our meeting was fixed for the afternoon of the 22nd of March when the date of adjournment of the ratepayers' meeting was under discussion, but in my anxiety to avoid too long a postponement of the discussion of what remained of our municipal business, the time fixed for your meeting escaped my memory. As many of us were desirous of attending both meetings the counts we have taken, and to which you agreed yesterday, seemed to be the best under the circumstances. In the event of your passing the accounts, however, there will be no delay in the payment of your dividend, which will be made available to you at exactly the same time as if this meeting had been concluded yesterday afternoon.

Proceeding, the Chairman said:—Gentlemen.—The reports and accounts have been in your hands for some days and with your permission we will take them as read. Under the conditions of trade prevailing during last year, your Directors hope that the result of our working for 1908 will be considered by you as not altogether unsatisfactory. Our earnings, it is true, show a large falling off but that, I think, may be attributed to the trade of the port and not to any inability on our part to compete for and secure our full share of whatever business may be offering. I would like to point out that the number of steamers we have handled during the year was 1—91 home steamers, 535 coast steamers, and 200 coal steamers—and it was only because they brought much smaller cargoes than in normal times, that we did not make more out of them. You will also remember that I pointed out to you at our meeting last year, that storage was one of our chief sources of income and it is unnecessary to explain to you, who are so well aware of the trade position of Shanghai, that there has not been the cargo here to store during the past few months. I noticed the other day, that attention was called to the failure of this company to write anything off for depreciation, and this, I consider, is a very misleading statement. As you are well aware, we annually place a large sum of money to the credit of repairs account and that money is spent in keeping the Company's property in a serviceable condition. We have spent during the past twelve years an average of Tls. 36,000 annually, on repairs, and I am glad to be able to assure you that the wharves and godowns and steam launches are in excellent order. It is an improvement in the general trade of the port that we want, and whether we may look for an early revival or not, you are as well able to judge as I am. There is one point I would like to draw your attention to, with the ratepayers' Meeting so lately before us, and that is that this company pays the Municipality about Tls. 50,000 per annum in taxes and has one vote, which is only recorded when a poll is taken. It is not correct to describe a poll as altogether an absentee vote.

The Chairman then proposed that the report and accounts as presented be passed.

Mr. McLeod seconded.

The Chairman—I shall now be pleased to answer any questions which shareholders may wish to ask.

There were no questions and the resolution was put to the meeting and declared carried unanimously.

The Chairman then proposed that a final dividend of Tls. 6 per share be paid, amounting to Tls. 216,000.

This was seconded by Mr. Macrae and carried.

On the proposition of Mr. P. Crighton seconded by Mr. de St. Croix, Messrs. A. McLeod, C. W. Wrighton, H. A. J. Macrae and the senior representative of Messrs. Jardine, Matheson & Co., Ltd. were re-elected directors for the current year.

Messrs. G. R. Wigney and H. G. W. Hayer were re-elected auditors for the current year on the proposition of Mr. Ellis seconded by Mr. Michael.

The Chairman—I think that is all the business, gentlemen. I thank you for your attendance. Dividend warrants will be sent out at once. (Applause.)

The meeting then ended.

## SHIPPING AND MAILS.

MAILS DUE.

English (*Dunedin*) 31st inst., 2 p.m.

Canadian (*Empress of China*) 31st inst.

The *s.s. Nanking* will leave Newchwang on 31st inst.

The *s.s. Anan* left Shanghai on 28th inst. and is due here on 31st inst.

The *s.s. Changha* left Sydney on 26th inst. and is due here on 4th prox.

The *s.s. Kaituma* will leave Newchwang on 31st inst.

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## Telegrams.

## "HONGKONG TELEGRAPH" SERVICE.

## CHINA AND JAPAN.

## THE MANCHURIAN QUESTION.

[By courtesy of the "Sheung Po."] Peking, 28th March.

On learning that the Central Government contemplate the submission to The Hague Conference of all questions pending between China and Japan regarding Manchuria, Mr. Ijima, Japanese Minister in Peking, is taking steps to induce China to refrain from carrying out her purpose.

## JAPAN IN MANCHURIA.

Tokio, 28th March. The authorities in Tokio declare that the Fokien-Railway question and the other questions touching Manchuria between China and Japan, do not fall within the scope of arbitration.—N. C. D. News.

## CANTON-HANKOW RAILWAY.

## THE GERMAN LOAN.

[By courtesy of the "Sheung Po."] Peking, 28th March.

Representatives of the Hupoh section of the Canton-Hankow Railway have proceeded to Peking to confer with H. E. Chang Chih-tung, superintendent general of the railway, on the proposed loan from Germany.

## CHINA AND THE FOREIGN PRESS.

## A SEMI-OFFICIAL ORGAN CONTEMPLATED.

[By courtesy of the "Sheung Po."] Peking, 28th March.

In view of the fact that reports appearing in the foreign Press of late concerning the state of affairs in China have not been altogether correct, and are calculated to affect China's friendly relations with the Powers, it is proposed by the Central Government to publish a semi-official organ to be printed in the English and French languages.

## MACAO-CANTON RAILWAY.

## CANCELLATION OF AGREEMENT URGED.

[By courtesy of the "Sheung Po."] Peking, 28th March.

The Ministry of Posts and Communications has urged the Waiwupu to call upon the Portuguese Minister in Peking to effect the cancellation of the agreement for building the railway between Macao and Canton.

## CHINESE IN HARBIN.

## ALLEGED RUSSIAN ILL-TREATMENT.

[By courtesy of the "Sheung Po."] Peking, 28th March.

In consequence of the alleged ill-treatment of Chinese by Russians in Harbin, the representatives of all the Powers in Peking propose to apply to the Russian colleague for an explanation.

It is stated that the Russian Minister feels somewhat concerned at the proposed concerted action.

## RAILWAY CONSTRUCTION.

## ONE LINE AT A TIME.

[By courtesy of the "Sheung Po."] Peking, 28th March.

The Ministry of Posts and Communications has notified all the Provinces that, hereafter, before one railway is completed, no permission will be granted for the building of another line (within the same Province).

## HONGKONG UNIVERSITY SCHOLARSHIP.

## THIRD SUBSCRIPTION LIST.

Following are further subscriptions towards the University endowment and equipment fund:—

Already acknowledged.....	\$66,200
Tan Yau-chi.....	1,000
Ming San Bank.....	700
Shing Tak Bank.....	600
Ming Kee.....	500
Tam Hok-po.....	500
Leung Pui-chi.....	500
Tai Fong Bank.....	500
Kam Shing Lee.....	500
Li Po-kwai.....	500
Choo Yau-lam.....	500
Chia Cheng.....	500
Tung On Insurance Co.....	500
Tuo Wo Hong.....	500
Wing Fat Hong.....	500
Hip On Insurance Co.....	500
Yuen On Insurance Co.....	500
Yuen Wan-tai.....	500
Man Saog.....	500
Chit Wo Hong.....	500
Po Loong.....	500
Total.....	\$38,000

## THE JAPAN SUGAR REFINING COMPANY.

## CONDITIONS OF ASSISTANCE FROM SUZUKI SHOTEN.

It is now reported, says the *Japan Chronicle*, that the Suzuki Shoten has not altogether declined to take any part in putting the affairs of the sugar company to rights. Several Japanese papers state that Mr. Kaneko, of the Suzuki Shoten (one of the largest creditors of the company), being offered a seat on the board of directors in order to undertake the readjustment of the company's business, had drawn up certain conditions under which he is willing to accept the offer, and has privately shown them to the principal shareholders who are his personal friends. The main details of the conditions are given:—

(1) That the capital of the company be reduced and that the amount standing as paid up be cut down by half.

(2) That the balance, ¥30 on each share, of the amount now remaining unpaid be called up, after reducing the amount now paid up from ¥70 to ¥40, the total amount paid up to stand at ¥40 per share.

(3) That the Daiichi mill (valued at ¥2,500,000) shall be disposed of.

(4) That the Nagoya sugar mill be abandoned. (The mill was to be conducted jointly by the Dai Nippon, Yokohama, and Kobe Sugar Refining Companies, but the two last-named companies have a scheme to conduct the mill themselves without the assistance of the Dai Nippon.)

(5) That grace be obtained for the settlement of debts to creditors holding no security. (The amount due to the Aikata Shokai has been paid. The creditors who have not agreed to extend grace are the Mitsui Bussan, the Toho Bank, and the Suzuki Shoten.)

(6) That landed property held by the company be disposed of.

(7) That strict measures be taken in the use of the money deposited.

The leading members of the Sugar Guilds are using their influence to persuade the principal shareholders to agree to the conditions proposed by Mr. Kaneko.

## ANOTHER HITCH.

28th March.

It appears that the negotiations for the relief of the Dai Nippon Sugar Refining Company have experienced another hitch on account of the attitude of the Government. We learn from the *Osaka Asahi* that the creditors who have agreed among themselves to create a mortgage on the Toroku sugar mill in Formosa, owned by the company, against claims unprotected by security, sought the views of the Finance Department on the arrangement. In reply a certain high official of the Department with some indignation affirmed that it was impossible for the Government to approve such an arrangement. They might take the mill as security if they dared, but they must remember that the Government had a preferential right over the property of the Dai Nippon Sugar Company in its claim of ¥3,800,000 for taxes in arrears. If the creditors, adds the *Osaka Journal*, insist on carrying the arrangement into effect they will bring misfortune upon themselves, and the proposal has therefore been dropped. It has now become necessary for the creditors to seek new ways of protecting their claims.

On the 18th instant a deputation of creditors, called on Baron Shibusawa and asked him to nominate successors for the directorate of the company, but the Baron is at a loss to find suitable persons who will undertake the duties.

## THE WEATHER.

The following report is from Mr. F. G. Figg, Director of the Hongkong Observatory:—

On the 29th at 12.05 p.m.—The barometer has fallen considerably over Japan, and risen slightly over N. China.

The depression lying in the neighbourhood of Vladivostok yesterday is moving Eastwards to the North of Hokkaido. The Eastern Sea depression is now moving Eastwards to the South of Japan.

Pressure is highest over China to the North of the Yangtze Valley.

East N.E. and E. winds may be expected in the Formosa Channel, and the N. part of the China Sea.

Hongkong Rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inches.

## FORECAST.

1.—Hongkong and Neighbourhood, N.E. and E. winds, fresh; fair.

2.—Formosa Channel, N.E. winds, fresh.

3.—South coast of China between Hongkong and Lamock, same as No. 1.

4.—South coast of China between Hongkong and Hainan, same as No. 1.

## CANTON DAY BY DAY.

## THE DELIMITATION OF MACAO.

[From Our Own Correspondent.] Canton, 27th March.

A public mass meeting has been arranged to take place to-morrow, the 28th instant, at Mlog Lun Tong, the leading Assembly Hall in Canton, for the purpose of discussing matters in connection with the question of the delimitation of Macao. Circulars have been issued inviting people of all classes to attend.

## CANTON TARTAR GENERAL.

The newly-appointed Canton Tartar General Tsang Chi left Shanghai on the 26th instant as advised in a telegram received by the local officials, and is expected to arrive here shortly. A waiyuan has been deputed to Hongkong to meet the new official.

[General Tsang Chi arrived this morning by the steamer *Kwang-tah*.—Ed., H.K. T.]

## STRANDING OF S.S. "KUISANG."

## CAPTAIN AND OFFICERS NOT TO BLAME.

Before Navigating Lieut. Harman of H. M. S. *Albatross* (President), Mr. O. R. Coates, H. M. Vice-Consul, and Captain Lavers of the str. *Chen, lu*.

The Court of Inquiry sat at Shanghai on 23rd March, to hear evidence with regard to the accident which recently took place to the Indo-China S. N. Co.'s steamer *Kuisang*, which was beached at Chim Island, Haitian Straits, after she had struck a submerged rock.

Assistant Paymaster Perkins of H. M. S. *Albatross* was Clerk of the Court. Mr. W. F. Inglis of the Indo-China Steam Navigation Company attended on behalf of the owners of the *Kuisang*.

Captain R. C. D. Bradley of I. C. S. *Kuisang* read a statement to the Court. He said that on March 4, in the early morning, there was a strong Northeast by North wind and the tide was favourable for passing through the narrow of the Haitian Straits and at daylight the ship was heading towards the fourth entrance to the Haitian Straits. The course was altered three times and immediately after the last time the ship struck something on the starboard side.

As far as he could judge it was a sliding blow without any shock to the ship and of short duration with absolutely no cessation of the ship's speed through the water. The speed of the ship at the time was eleven knots. It was a dark morning, but the weather was perfectly clear and as the south entrance was charted from danger he had no hesitation in directing the ship's course. At the time of the striking the chief officer was on the bridge. At the request of witness the chief officer reported that there were three, and one and a half feet of water in the foreholds. The passengers were told to get up and dress, but not to be alarmed as there was no danger to life. The lifeboats were also lowered. As the next soundings showed that the water was rising rapidly in both the forward holds and that the No. 2 ballast tank was full, and it could be seen that the ship was settling down by the head, witness, after a careful look at the chart, decided to ground the ship on a mud flat to the South-west on the lee side of Chim Island. The vessel was put at full speed and she went at full speed on the mud flat. She beached quite easily. From the effect of the blows that were struck witness considered that the ship had struck a rock, but there was no ripple of tide there. Where the ship was struck she was drawing about fifteen feet. The maximum draught of the *Kuisang* was twenty-four feet ten and half inches loaded; and at the time of the accident she was only partially loaded. On leaving Hongkong the draught of the ship was fifteen feet six, and eighteen feet, but witness reckoned that they had lightened by six inches coming up so that at the time of the accident she would be drawing about fifteen feet and seven-tenths feet six inches. The stern was not touched at all. Witness was under the impression that it was a rounded pinnacle of rock, a small rock of no great extent, that the vessel struck. Witness had been through the channel many times before. He brought this ship out from England in 1905.

C. B. Tweedy, First Officer of the *Kuisang*, deposed that on the morning of the accident he was on watch from four to eight o'clock, he having relieved the Second Officer. When she struck the ship had just been stowed on her course.

A. S. Latta, Chief Engineer, said that he was in the hold at the time of the accident. He did not feel any shock beyond a grating, and he got up to ascertain what was the cause. Afterwards he had the pumps going in both No. 1 and No. 2 holds. He estimated the speed of the ship at about ten and a half knots.

J. E. Dallas, Second Engineer, stated that he was on watch at the time of the accident, but he did not know that the vessel had touched. His first order was to start the pumps going in No. 1 and No. 2 holds. He would say that the speed of the vessel was about eleven knots.

Mr. Inglis asked if he could give Captain Bradley's record for this information of the Court. He had been a very long time in the employ of the Company.

The President said that he did not think this would be necessary.

Captain George Payne deposed that he was the Marine Superintendent to the Indo-China Steam Navigation Company. Witness wished to say that Captain Bradley was one of the most capable Masters that there were in the employ of the Company. Had it not been for this Court of Inquiry having been held witness would have had to make a report of this accident in which Captain Bradley would have been absolved from all blame.

The Court found that the steamer *Kuisang* struck a submerged obstacle, about six cables E.N.E. from the light of the Double Yliu, believed to be an uncharted rock, and that Captain Bradley navigated his ship with care and in a seamanlike manner and that no blame is attributable to him and that after the accident his prompt action avoided what might have been a serious casualty, and also that no blame is due to any of the other officers of the ship and that proper discipline was maintained.—N. C. D. News.

## To-day's Advertisements.

## COMPAGNIE DES MESSAGERIES MARITIMES.

## FOR SHANGHAI, KOBE AND YOKOHAMA.

## THE Company's Steamship

## "ERNEST SIMONS,"

Captain Girard, will be despatched for the above Ports TO-DAY, the 29th instant, at 7 P.M.

For Freight or Passage, apply to P. DE CHAMPMORIN, Agent.

Hongkong, 29th March, 1909. [9]

## VICTORIA RECREATION CLUB.

## ATHLETIC MEETING, APRIL 10.

INTENDING Competitors are reminded that Entries for the above CLOSE ON WEDNESDAY, 31st Inst.

Hongkong, 29th March, 1909. [303]

## RUSSO-JAPANESE WAR CLAIMS.

On 22nd Feb. Mr. McArthur asked the Secretary of State for Foreign Affairs whether any final decision had yet been given in the Russian Claims with respect to the claims for compensation for losses sustained by the British ships *St. Kilda*, *Hijiang*, and *Oldhamia*, respectively, during the Russo-Japanese war, and what was the present position of these cases.

Mr. McKinnon Wood: The appeal from the finding of the Libau Prize Court in the case of the *St. Kilda* came before the Supreme Prize Court at St. Petersburg on Dec. 24 last. The Court, while maintaining that the detention of the *St. Kilda* was justifiable, recognised that the vessel and certain portions of her cargo were entitled to be released, and granted the appellants leave to recover losses incurred, thus reversing the finding of the Libau Prize Court. In the majority of the cargo claims the Supreme Court upheld the finding of the lower Court. The case of the *Hijiang* is still pending before the Russian tribunals. It was referred back to the Libau Prize Court by the Supreme Prize Court in April last in order that the evidence of certain Russian members of the crew, who had not previously been examined, should be taken. The delays that have arisen, especially in regard to this case, have formed the subject of repeated representations on the part of His Majesty's Government. The case of the *Oldhamia* came before the Supreme Prize Court, on appeal, on Dec. 12 last. Except in certain unimportant details, affecting the cargo, which belonged to the American Standard Oil Company, the Court practically upheld the finding of the lower Court, which condemned both vessel and cargo. I may add that the texts of the judgments in both the cases of the *St. Kilda* and *Oldhamia* have not yet reached His Majesty's Government. Both these cases involve questions of principle of considerable importance which will be carefully considered when the full terms of the findings are received.

Mr. McArthur asked the Secretary of State for Foreign Affairs whether any definite reply had been received from the Russian Government to the representations made by His Majesty's Government with regard to the cases of the *St. Kilda*, *Hijiang*, and *Oldhamia* respectively; what was the present position of these cases; and whether there were any other claims by British subjects upon the Russian Government of which he was cognizant, arising out of the Russo-Japanese war, which still remained unsettled.

Mr. McKinnon Wood: I must refer the hon. member to the answer given to him on July 27 last. No further communication has since that date been received from the Russian Government in regard to the case of the *St. Kilda*. The owners of the innocent cargo on board the vessel have, I am informed, instructed an advocate to take steps in the Libau Prize Court for the recovery of their losses. A reply was received from the Russian Government in September last, which left little hope of obtaining through diplomatic channels any compensation for the losses occasioned by the detention of the *St. Kilda*. The terms of the reply were communicated to the interested parties at the time. His Majesty's Government did not see their way to press the case further. As regards the claims arising in the case of the *Oldhamia*, the finding of the port Prize Court condemning the vessel was reversed, and the amount of damages is at present in process of assessment by the Libau Prize Court. These cases, together with those referred to in my answer to the hon. member's other question to-day, comprise all the shipping cases out standing; and the only other claims remaining are those which relate to cargo on board the *Malacca*, in which case the Russian Government has compensated the Peninsular and Oriental Company for the detention of the vessel, and certain claims of a different category in connection with the destruction or loss of private property on land during the war. These are still under consideration or in course of adjustment.

In reply to further questions, Mr. McKinnon Wood said he believed action was being taken by the owners of the *St. Kilda* Commander. He did not think action by the Government was necessary in the case at the moment.

ANTI-OPIMUM MEASURES.

As the International Opium Commission has completed its mission the Chinese Anti-Opium High Commission in Peking are keenly alive to the necessity of taking immediate action to enforce the suppression. They have proposed to hold a series of meetings with the Ministry of Finance and the Government Council to deliberate on the measures to be put into operation.

It is reported that the first question which will be brought up for consideration will be curtailment of the limit of the time for prohibition of opium plantation, regulations for rewards to the authorities who show energy and attain success in carrying out the prohibition and steps to detect negligence of officials in enforcing the interdiction.—N. C. D. News.

## To-day's Advertisements.

## COMPAGNIE DES MESSAGERIES MARITIMES.

## FOR SHANGHAI, KOBE AND YOKOHAMA.

## THE Company's Steamship

## "ERNEST SIMONS,"

Captain Girard, will be despatched for the above Ports TO-DAY, the 29th instant, at 7 P.M.

For Freight or Passage, apply to P. DE CHAMPMORIN, Agent.

Hongkong, 29th March, 1909. [9]

## VICTORIA RECREATION CLUB.

## ATHLETIC MEETING, APRIL 10.

INTENDING Competitors are reminded that Entries for the above CLOSE ON WEDNESDAY, 31st Inst.

Hongkong, 29th March, 1909. [303]

## RUSSO-JAPANESE WAR CLAIMS.

On 22nd Feb. Mr. McArthur asked the Secretary of State for Foreign Affairs whether any final decision had yet been given in the Russian Claims with respect to the claims for compensation for losses sustained by the British ships *St. Kilda*, *Hijiang*, and *Oldhamia*, respectively, during the Russo-Japanese war, and what was the present position of these cases.

Mr. McKinnon Wood: The appeal from the finding of the Libau Prize Court in the case of the *St. Kilda* came before the Supreme Prize Court at St. Petersburg on Dec. 24 last. The Court, while maintaining that the detention of the *St. Kilda* was justifiable, recognised that the vessel and certain portions of her cargo were entitled to be released, and granted the appellants leave to recover losses incurred, thus reversing the finding of the Libau Prize Court. In the majority of the cargo claims the Supreme Court upheld the finding of the lower Court. The case of the *Hijiang* is still pending before the Russian tribunals. It was referred back to the Libau Prize Court by the Supreme Prize Court in April last in order that the evidence of certain Russian members of the crew, who had not previously been examined, should be taken. The delays that have arisen, especially in regard to this case, have formed the subject of repeated representations on the part of His Majesty's Government. The case of the *Oldhamia* came before the Supreme Prize Court, on appeal, on Dec. 12 last. Except in certain unimportant details, affecting the cargo, which belonged to the American Standard Oil Company, the Court practically upheld the finding of the lower Court, which condemned both vessel and cargo. I may add that the texts of the judgments in both the cases of the *St. Kilda* and *Oldhamia* have not yet reached His Majesty's Government. Both these cases involve questions of principle of considerable importance which will be carefully considered when the full terms of the findings are received.

Mr. McArthur asked the Secretary of State for Foreign Affairs whether any definite reply had been received from the Russian Government to the representations made by His Majesty's Government with regard to the cases of the *St. Kilda*, *Hijiang*, and *Oldhamia* respectively; what was the present position of these cases; and whether there were any other claims by British subjects upon the Russian Government of which he was cognizant, arising out of the Russo-Japanese war, which still remained unsettled.

Mr. McKinnon Wood: I must refer the hon. member to the answer given to him on July 27 last. No further communication has since that date been received from the Russian Government in regard to the case of the *St. Kilda*. The owners of the innocent cargo on board the vessel have, I am informed, instructed an advocate to take steps in the Libau Prize Court for the recovery of their losses. A reply was received from the Russian Government in September last, which left little hope of obtaining through diplomatic channels any compensation for the losses occasioned by the detention of the *St. Kilda*. The terms of the reply were communicated to the interested parties at the time. His Majesty's Government did not see their way to press the case further. As regards the claims arising in the case of the *Oldhamia*, the finding of the port Prize Court condemning the vessel was reversed, and the amount of damages is at present in process of assessment by the Libau Prize Court. These cases, together with those referred to in my answer to the hon. member's other question to-day, comprise all the shipping cases out standing; and the only other claims remaining are those which relate to cargo on board the *Malacca*, in which case the Russian Government has compensated the Peninsular and Oriental Company for the detention of the vessel, and certain claims of a different category in connection with the destruction or loss of private property on land during the war. These are still under consideration or in course of adjustment.

In reply to further questions, Mr. McKinnon Wood said he believed action was being taken by the owners of the *St. Kilda* Commander. He did not think action by the Government was necessary in the case at the moment.

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It is reported that the first question which will be brought up for consideration will be curtailment of the limit of the time for prohibition of opium plantation, regulations for rewards to the authorities who show energy and attain success in carrying out the prohibition and steps to detect negligence of officials in enforcing the interdiction.—N. C. D. News.

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## COMPAGNIE DES MESSAGERIES MARITIMES.

## FOR SHANGHAI, KOBE AND YOKOHAMA.

## THE Company's Steamship

## "ERNEST



## Shipping—Steamers.

CANADIAN PACIFIC  
RAILWAY CO.'S

Royal Mail Steamship Line.

## "EMPRESS LINE."

Between China, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan), Kobe, Yokohama, Victoria and Vancouver B.C.

The only Line that maintains a Regular Schedule Service of 12 DAYS YOKOHAMA TO VANCOUVER. 12 DAYS HONGKONG TO VANCOUVER. SAVING 5 TO 7 DAYS' OCEAN TRAVEL.

Proposed Sailings from Hongkong, St. John and Quebec.

(Subject to alteration).

Connecting with Royal Mail Atlantic Steamers.

From Hongkong,	From St. John or Quebec.
"EMPRESS OF JAPAN" .....	"EMPRESS OF IRELAND" .....
SUNDAY, APRIL 11TH.	FRIDAY, APRIL 9TH.
"EMPRESS OF CHINA" .....	"EMPRESS OF IRELAND" .....
SUNDAY, MAY 2ND.	FRIDAY, MAY 7TH.
"MONTEAGLE" .....	A. LAN LINER .....
TUESDAY, MAY 11TH.	FRIDAY, MAY 28TH.
"EMPRESS OF INDIA" .....	
SUNDAY, MAY 23RD.	
"EMPRESS OF JAPAN" .....	"EMPRESS OF BRITAIN" .....
SUNDAY, JUNE 13TH.	FRIDAY, JUNE 18TH.

Each Trans-Pacific "Empress" connects at Vancouver with a Special Mail Express Train and at St. John or Quebec with Atlantic Mail Steamers as shown above. The "Empress of Britain" and "Empress of Ireland" are magnificent vessels of 14,500 tons, Speed 20 knots, and are regarded as second to none on the Atlantic.

Passengers booked to all the principal points in Canada, the United States and Europe, also around the World.

HONGKONG TO LONDON, 1st Class, via Canadian Atlantic Port or New York (including Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct line) .....

SPECIAL THROUGH RATES (First Class only) are granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services of China and Japan Governments. Through Passengers are allowed Stop over privileges at the various points of interest on route.

R.M.S. "MONTEAGLE" carries only "Oce Class" of Saloon Passengers (termed Intermediate) the accommodation and commissariat being excellent in every way.

HONGKONG TO LONDON, Intermediate on Steamers and 1st Class on Canadian and American Railways.

Via Canadian Atlantic Port .....

Via New York .....

For further information, Maps, Guide Books, Rates of Passage and Freight, apply to—

W. GRADY, General Traffic Agent,

Corner Pedder Street and Praya (opposite Blake Pier).

## INDO-CHINA STEAM NAVIGATION CO., LD.

(PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION).

For	Steamship	On
SHANGHAI	CHOWSANG	WED. DAY, 31st Mar., Noon.
SANDAKAN	MAUSANG	THURSDAY, 1st April, Noon.
SHANGHAI	THURSDAY, 1st April, Noon.	
SINGAPORE, PENANG & CALCUTTA	LAUSANG	FRIDAY, 2nd April, 4 P.M.
MANILA	LOUSANG	FRIDAY, 2nd April, 4 P.M.
MANILA	YUENSANG	FRIDAY, 9th April, 4 P.M.
SHANGHAI, YOKOHAMA, KOBE & MOJI	NAMSANG	TUESDAY, 20th April, Noon.

## RETURN TOURS TO JAPAN.

Occurring 24 Days.

The steamers *Kaitang*, *Namsang* and *Fookang* leave about every 3 weeks for Shanghai and Yokohama returning via Kobe (Inland Sea) and Moji to Hongkong, providing a stay of 5 to 6 days in Japan if passengers leave the steamer at Yokohama and rejoin at Kobe.

These vessels have all modern improvements and are fitted throughout with Electric Light. A duly qualified surgeon is also carried.

Steamers have superior accommodation for First-Class Passengers, and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Yangtze Ports, Ohefoo, Tientsin & Newchwang.

Taking Cargo on through Bills of Lading to Koda, Lahad, Datu, Simporna, Tawau, Usukan, Jesselton and Labuan.

For Freight or Passage, apply to

JARDINE MATHESON &amp; CO., LD.,

General Manager.

Telephone No. 61.

Hongkong, 29th March, 1909.

## CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS.	TO SAIL.
MANILA	"TAMING"	30th Mar., 3 P.M.
CEBU & ILOILO	"BUNGKANG"	1st April, 4 P.M.
SHANGHAI	"LINAN"	1st April, 4 P.M.
SHANGHAI	"ABU"	4th April, Daylight.
MANILA, ZAMBOANGA AND USUAL	"TEAN"	6th April, 3 P.M.
MANILA, ZAMBOANGA AND USUAL	"CHANGSHA"	8th April, 4 P.M.
SHANGHAI	"CHINHUA"	8th April, 4 P.M.
WEIHAIWEI & TIENSIN	"HUOHOW"	10th April, Daylight.
SHANGHAI	"CHEHAN"	11th April, Daylight.

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.

S.S. "LINTAN" and S.S. "SANDU".

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the Staterooms. A duly qualified Doctor is carried. REDUCED FARES. Cargo booked through for all Australia, New Zealand and Tasmania Ports.

MANILA TWIN-SCREW STEAMERS and TIENSIN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the Staterooms and Dining Saloon.

## SHANGHAI LINE.

FAST SCHEDULE TWIN-SCREW STEAMERS (*Anhui*, *Chien*, *Chinhua* and *Lian*) leaving every Thursday and Sunday have excellent accommodation. Electric Light throughout and Electric Fans in Staterooms and Dining Saloon.

These steamers land passengers in Shanghai at the French Bund. FARE INCLUDING WINES: \$40 SINGLE AND \$70 RETURN. Take cargo on through Bills of Lading to all Yangtze and Northern China Ports.

For Freight or Passage, apply to

BUTTERFIELD &amp; SWIRE,

AGENTS.

Telephone No. 36.

Hongkong, 29th March, 1909.

## HONGKONG—MANILA.

Highest Class, prompt, fastest and most luxurious Steamers between Hongkong and Manila—Saloon midships—Electric Light—Perfect Cuisine—Surgeon and Stewardsess carried. —All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA  
STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Date.
RUBI	2540	R. W. Almond	MANILA	SATURDAY, 3rd April, at Noon.
ZAFIRO	2540	R. Rodger	"	SATURDAY, 10th April, at Noon.

For Freight or Passage, apply to

SHEWAN TOMES &amp; CO.

General Managers.

Hongkong, 25th March 1909.

## Shipping—Steamers.

## SOUTH AMERICAN LINE.

REGULAR STEAMSHIP SERVICE FOR CALLAO, IQUIQUE, VALPARAISO, Etc., via JAPAN PORTS, MAMZANILLO and SALINA CRUZ (Mexico).

S.S. AMERICA MARU	6,000 tons gross	Sail April 14th/09.
S.S. HONGKONG MARU	6,000 "	" June/09.
S.S. MANSU MARU	5,000 "	" August/09.
S.S. AMERICA MARU	6,000 "	" October/09.

For particulars, apply to

K. MATSUDA,

Manager.

TOYO KISEN KAISHA, Yok Building.

Hongkong, 12th March, 1909.

THE PENINSULAR AND ORIENTAL  
STEAM NAVIGATION COMPANY.

REGULAR FREIGHT SERVICE TO AMERICA (CANADA, UNITED STATES, MEXICO, CHILE, RIVER PLATE, BRAZIL).

Connecting at Vancouver with the CANADIAN PACIFIC RAILWAY. OVERLAND Cargo taken for ALL CANADIAN and UNITED STATES POINTS.

THE Steamship "DELHI" Captain J. D. Andrews, R.M.E., carrying His Majesty's Mails, will be despatched from this port for BOMBAY, &c., on SATURDAY, the 3rd April, at Noon, taking Passengers and Cargo for the above Ports in connection with the Company's S.S. *Malacca*, 11,000 tons, from Colombo, Passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into the Mail steamer proceeding direct to Marseilles and London, other Cargo for London, &c., will be conveyed via Bombay by the R.M.S. *Malacca*, due in London on 14th May, 1909.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

For further Particulars, apply to E. A. HEWETT, Superintendent.

Hongkong, 20th March, 1909.

## EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE. (Calling at Timor, Port Darwin and Queensland Ports, and taking through Cargo to Adelaide, New Zealand, Tasmania, &c.)

THE Steamship "EMPIRE" Captain Helms, will be despatched as above on WEDNESDAY, the 31st March, at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

The Steamer is installed throughout with the Electric Light.

A Stewardsess and a duly qualified Surgeon are carried.

N.B.—To assure the additional comfort of passengers the steamer of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to GIBB, LIVINGSTON & CO., Agents.

Hongkong, 10th March, 1909.

## "SHIRE" LINE OF STEAMERS, LIMITED.

FOR MARSEILLES, LONDON AND ANTWERP.

THE Steamship "GLAMORGANSHIRE" will be despatched as above about 10th April.

For Freight, apply to JARDINE, MATHESON & CO., LTD., Agents.

Hongkong, 4th March, 1909.

## REGULAR STEAMSHIP SERVICE TO NEW YORK.

VIA PORTS AND SUEZ CANAL. (With Liberty to Call at Malabar Coast.)

PROPOSED SAILINGS FROM HONGKONG FOR BOSTON & NEW YORK: S.S. "DACRE CASTLE" .....

For Freight and further Information, apply to DODWELL & CO., LIMITED, Agents.

Hongkong, 18th March, 1909.

## STEAM TO CANTON.

THE New Twin Screw Steel Steamers "KWONG TUNG" .....

"KWONG SAI" .....

Leave Hongkong for Canton at 9 every evening, (Saturday excepted).

Leave Canton for Hongkong at 5.30 every evening, (Sunday excepted).

These Fine New Steamers have unexcelled Accommodation for First Class Passengers and are lit throughout by Electricity. Electric Fans in First Class Cabins.

Passage Fare—Single Journey .....

Mails .....

The Company's Wharf is situated in front of the New Western Market, opposite the old Harbour Office.

YUN ON S.S. CO., LD., Agents.

SHIU ON S.S. CO., LD., Agents.

No. 5, Queen's Road West, Hongkong, Tel. 144-1457.

## HONGKONG AVERAGE MARKET PRICES.

Corrected 25th March, 100 cts. per 5 Mds.

## BUTCHER MEAT.

Cents.

Beef—Prime cut—Mei Lung Pa B .....

"Coined—Ham Ngau Yuk .....

"Roast—Shiu .....

"Brast—Ngau Lam .....

"Soup, Tong Yuk .....

"Steak—Ngau Yuk Pa .....

"Sirloin—Ngau Lam .....

"Sausages—Ngau Yuk Chang .....

"Bollock's Brains—Know .....

"Tongue fresh—Ngau Li .....

"Corned—Ham Ngau Li .....

"Head—Ngau Tan .....

"Heart—Ngau Sun .....

"Hump, Salt—Ngau Kin .....

"Feet—Ngau Keok .....

"Kidneys—Ngau Yiu .....

"Tail—Ngau Mei .....

"Liver—Ngau Con .....

"Tripe (unpressed)—Ngau To .....

"Calves' Head and Feet—Ngau-chai .....

"Lamb—Chai Know .....

"Foot—Chai Keok .....

"Fry—Chai Chak .....

"Head—Chai Tai .....

"Heart—Chai Sum .....

"Kidneys—Chai Yiu .....

"Liver—Chai Kon .....

"Pork, Chop—Chai Pal Kwat .....

"Corned—Ham Chai Yuk .....

"Leg—Chai Pal .....

"Fat or Lard—Chai Yau .....

"Sheep's Head and Feet—Young Tau .....

"Kook .....

"Heart—Young Sum .....

"Kidneys—Young Yiu .....

"Liver—Young Con .....

"Sucking Pigs, To Order—Chai Chai .....

"Suet Beef—Sung Ngau Yau .....

"Mutton—Sung Young Yau .....

"Veal—Ngau Chai Yuk .....

"Sausages—Ngau Chai Yuk Tong .....

## POULTRY.

Chicken—Kal Chai .....

Capons, Large, Small—Siu Kal .....

Ducks—Ap .....

Doves—Pan Kal .....

Eggs, Hen—Kal Tan .....

Fowls, Canton—Kal .....

"Hainan—Hoi Nam Kal .....

Geese—Nga .....

Geese, Wild Shanghai—Sheung Hoi Ye .....

Musk Deer—Wong Keng .....

Hare—Tu Chai .....

Partridge—Chai Khoo .....

Pheasant—Shan Kal .....

Pigeons, Canton—Pak Kap .....

"Hollow—Hollow Pak Kap .....

Quail—Um Chuan .....

Rice Birds—Wo Fa Chook .....

Snipe—Sa Chai .....

Turkeys, Cock—Fo Kai Kung .....

"Hen—Na .....

Wild Ducks, Shanghai, Sol-pai .....

Teal, Shanghai, Sol Ap Chai .....

Wild Ducks Canton—Sung Shing Sol .....

Ap .....

## FISH.

Barbel—Ka Yu .....

Bream—Bia Yu .....

Canton Fresh Water Fish—Hoi Siu Yu .....

Carp—Li Yu .....

Catfish—Chik Yu .....

Codfish—Man Yu .....

Grabs—Hal .....

Gutted Fish—Muk Yu .....

Hake—Sa Mang Yu .....

Dace—Wong Mei Lun .....

Dog Fish—Tui Tu Sa .....

Eels, Congor—Hoi Man Yu .....

Fresh water—Tain Siu Yu .....

Yellow—Wong Siu .....

Frog—Tian Kal .....

Garoupa—Sek Pan .....

Gudgeon—Pak Kap Yu .....

Herring—Tao Pak .....

Halibut—Cheung Kwan Yu .....

Labeus—Wong Fa Yu .....

Loach—Wu Yu .....

Lobster—Lung Ha .....

Mackerel—Chai Yu .....

Milk Fish—Mou Yu .....

Mullet—Chai Yu .....

Oysters—Sung Hoo .....

Parrotfish—Kai Kung Yu .....

Parch—Tan Loo .....

Pike—Fa Paw Poong .....

Ploice—Pau Yu .....

Pomfret, Black—Hak Chong .....

Pomfret, White—Pak Chong .....

Prawns—Ming Ha .....

Ray—Fai Pa Sa .....

Rock Fish—Sak Kan Kung .....

Rock—Chun Yu .....

Salmon—Gwai Yu .....

Shark—Sa Yu .....

Shark—Po Yu .....

Shrimp—Ha .....

Snapper—Lap Yu .....

Sole—Tat Sa Yu .....

Tench—Wan Yu .....

Turbot—Choi Hoi Yu .....

Turtle, small, fresh water—Kook Yu .....

White Bait—Ngau Yu Chai .....

## FRUITS.

Cents.

Almond—Hung Yau .....

Apples, (California)—Kam San Ping .....

" (Ohio)—Tin Chun Ping .....

" (Small)—Hoi Tong .....

" (Onion)—Fan Lai Chi .....

Bananas, fragrant, Canton—Sung Shung .....

" (Honey)—Chin .....

" (Bridal)—Macau—San Heng Chai .....

" (Cheong)—Chin .....

" (Carambola)—Yung Tong .....

" (Cocoanut)—Yeh Tsu .....

" (Grapes)—Siu Tai Tai .....

" (Lemon)—Chin—Ning Moong .....

" (Amor)—Ki m San Ning Moong .....

" (Lichee)—Small Stone—Lai Chi Con .....

" (Fresh)—Lai Chi .....

" (Limes)—(Santon)—Sai Kung Ning .....

" (Mango)—Mango .....

" (Mango)—Santon—Sai Kung Moong .....

" (Mangosteen)—Sai Chut Tai per too .....

" (Orange)—Tim Chang .....

" (Small)—Tai Kut .....

" (Mandarin)—Tim Kut .....

" (Olive)—Pak Lam .....

" (Passion Fruit)—Sai Kung Moong .....

" (Pear)—(American)—Kam San Shui Li .....

" (Canton)—Cooking—Sa Li .....

" (Shanghai)—Sheng Hoi Li .....

" (Peanut)—Fa Sang .....

" (Persimmon)—Large—Hing Chai .....

" (Pineapple)—1st quality—Sheng Poon .....

" (Pineapple)—2nd quality—Sheng Poon







## SHARE QUOTATIONS.

Supplied by Messrs. R. S. Kadoorie &amp; Co. Collected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	POSITION AS PER LAST REPORT	AT WORKING ACCOUNT.	LAST DIVIDEND.	APPROXIMATE RETURN AT CURRENT QUOTATION.	CLOSING QUOTATIONS.
<b>BANKS.</b>								
Hongkong & Shanghai Banking Corporation .....	120,000	\$125	\$125	\$1,500,000 \$1,500,000 \$1,500,000	\$1,000,000	{ Final of 2s and bonus of 1/- for 1903 @ ex 1/8 = \$26.024 .....	5 1/2 %	\$230 sellers London 286
National Bank of China, Limited .....	99,925	£7	£6	£4,000 \$150,000	\$10,000	\$2 (London 3/8) for 1903 .....	...	\$51
<b>MARINE INSURANCES.</b>								
Canton Insurance Office, Limited .....	10,000	\$250	\$50	\$1,500,000 \$237,757 \$411,900 \$185,000	none	\$14 for 1907 .....	7 1/2 %	\$187 1/2
North China Insurance Company, Limited .....	10,000	£15	£5	Tls. 150,000 Tls. 303,747 Tls. 118,277 \$8,000,000	Tls. 160,512	Final of 7/8 making 15/- for 1907 .....	5 1/2 %	Tls. 100 sales
Union Insurance Society of Canton, Limited .....	12,400	\$250	\$100	\$200,000 \$22,478 \$29,205 \$727,640 \$1,000,000	\$2,506,012	{ Final of 2 1/2 making \$45 for 1906 and interim of 50c for 1907 .....	5 1/2 %	\$350
<b>FIRE INSURANCES.</b>								
Yangtze Insurance Association, Limited .....	12,000	\$100	\$60	\$1,000,000 \$100,000 \$85,157	\$591,768	\$12 and bonus 5s for 1906 .....	7 %	\$215 buyers
China Fire Insurance Company, Limited .....	0,000	\$100	\$20	\$1,000,000 \$41,868 \$13,803	\$375,347	\$6 and bonus 2s for 1907 .....	7 1/2 %	\$106 sellers
Hongkong Fire Insurance Company, Limited .....	8,000	\$250	\$50	\$1,438,773	\$368,711	\$27 for 1907 .....	8 1/2 %	\$315 sa. and b.
<b>SHIPPING.</b>								
China and Manila Steamship Company, Limited .....	30,000	\$25	\$25	\$7,000	\$1,015	\$1 for 1906 .....	...	\$8 sellers
Douglas Steamship Company, Limited .....	10,000	\$50	\$50	\$204,638 \$20,000 \$20,000	Nil.	\$2 1/2 for year ending 30.6.1908 .....	7 1/2 %	\$35 buyers
Hongkong, Canton & Macao Steamboat Co., Ltd. ....	80,000	\$15	\$15	\$207,100 \$179,423 \$23,344 \$10,000 \$240,000	\$20,279	Final of 2 1/2 making 5s for 1908 .....	8 1/2 %	\$29 1/2 buyers
Indo-China Steam Navigation Co., Ltd. (Preferred) ..	60,000	£5	£5	£10,000 £240,000	£13,755	{ 6/- for 1907 on Preference shares only @ ex 1/9 11/10 = 5s. 15d. ....	5 1/2 %	{ \$40 buyers Tls. 30 buyers
Shanghai Tug and Lighter Company, Limited .....	200,000	Tls. 50	Tls. 50	Tls. 75,000 £720,000 £100,000	Tls. 14,516	Final of Tls. 2 1/2 making Tls. 3 1/2 for 1908 ..	7 1/2 %	Tls. 47 buyers
"Shell" Transport and Trading Company, Limited ..	2,000,000	£1	£1	£100,000 £25,000	£68,817	Second interim of 1/- for a/c 1908 .....	7 1/2 %	Tls. 50 buyers
"Star" Ferry Company, Limited .....	10,000	\$10	\$10	\$25,000 £25,000	\$98	{ \$1.00 for year ending 30.4.1908 .....	4 1/2 %	\$29 1/2
Taku Tug and Lighter Company, Limited .....	30,000	Tls. 50	Tls. 50	Tls. 28,000 Tls. 481,479 Tls. 44,100 Tls. 8,000 Tls. 7,000	Tls. 2,315	Final of Tls. 1 1/2 making Tls. 2 1/2 for 1908 ..	11 %	Tls. 45 sales
<b>REFINERIES.</b>								
China Sugar Refining Company, Limited .....	30,000	\$100	\$100	\$250,000 \$56,848	Dr. \$5,158	\$5 for year ending 31.12.08 .....	3 1/2 %	\$137 1/2 sa. and b.
Luzon Sugar Refining Company, Limited .....	7,000	\$100	\$100	none	Dr. \$135 8 1/2	\$3 1/2 for year ending 31.8.08 .....	...	Tls. 125
Perak Sugar Cultivation Company, Limited .....	7,000	Tls. 50	Tls. 50	Tls. 100,000	Tls. 9,773	Tls. 3 1/2 for year ending 31.8.08 .....	...	Tls. 125
<b>Mining.</b>								
Chinese Engineering and Mining Company, Ltd. ....	1,000,000	£1	£1	£175,000 £13,289	£11,556	{ Final of 1/6 (coupon No. 11) for year end- ing 29.2.08 .....	7 %	Tls. 83 buyers
Raub Australian Gold Mining Company, Limited ..	150,000	£1	£1	£1,878	Dr. £2,191	No. 12 of 1/- = 48 cents .....	...	\$81 sellers
<b>DUCKS, WHARVES &amp; GODOWNS.</b>								
Fenwick (Geo.) & Co., Limited .....	18,000	\$25	\$25	\$45,000	Dr. \$7,411	\$1.75 for year ending 31.12.08 .....	...	\$12
Hongkong & Kowloon Wharf and Godown Co., Ltd. ....	60,000	\$50	\$50	\$300,000 \$20,000 \$20,000	\$50,702	Final of 2 1/2 making 5s for 1907 .....	...	\$49 sellers
Hongkong and Whampoa Dock Company, Ltd. ....	50,000	\$50	\$50	\$200,000 \$20,000	\$387,078	Final of 2 1/2 making 5s for 1908 .....	10 %	180 sales
Shanghai Dock and Engineering Co., Ltd. ....	55,700	Tls. 100	Tls. 100	Tls. 1,000,000	Tls. 13,742	Interim of Tls. 2 1/2 for 6 months ending 31st October, 1908 .....	5 1/2 %	Tls. 85 sales
Shanghai and Hongkong Wharf Company, Limited ..	36,000	Tls. 100	Tls. 100	Tls. 697,257 Tls. 50,000 Tls. 135,000	Tls. 22,818	Final of Tls. 6 making Tls. 10 for 1908 .....	6 %	Tls. 166 ex div.
<b>LANDS, HOTELS &amp; BUILDINGS.</b>								
Anglo-French Land Investment Co., Ltd. ....	25,000	Tls. 100	Tls. 100	Tls. 25,000	Tls. 6,531	Tls. 6 for 1907 .....	...	Tls. 102 sales
Astor House Hotel Company, Limited (Shanghai) ..	30,000	\$25	\$25	\$30,000	Dr. 6,200	\$2 1/2 for year ending to 6.07 .....	...	\$162 sales
Central Stores, Limited .....	50,128	\$15	\$15	\$1,000	21,144	\$1.20 on old and 60 cents on first new issue.	...	\$17 buyers
Hongkong Hotel Company, Limited .....	12,000	\$50	\$50	\$50,000 \$13,913	\$205	Final of 3 1/2 making 5s for 1908 .....	7 %	\$24 sellers
Hongkong Land Investment and Agency Co., Ltd. ....	50,000	\$100	\$100	\$250,000 \$13,913	\$26,475	Final of 5 1/2 making 5s for 1908 .....	7 %	\$102
Hampshire Estate & Finance Company, Limited ..	150,000	\$10	\$10	\$1,500,000 \$15,000	\$5,86	60 cents for 1908 .....	7 1/2 %	\$81 sales
Kowloon Land and Building Company, Limited .....	6,000	\$50	\$50	none	\$278	\$1 1/2 for 1908 .....	5 %	\$30
Shanghai Land Investment Company, Limited .....	78,000	Tls. 50	Tls. 50	Tls. 1,528,045 Tls. 317,000	Tls. 142,404	{ Final of Tls. 3 and bonus of Tls. 3 making Tls. 6 for 1908 .....	7 %	Tls. 177 buyers
West Point Building Company, Limited .....	12,500	\$50	\$50	none	\$1,958	Final of 5 1/2 making 5s for 1908 .....	9 %	\$44 sellers
<b>COTTON MILLS.</b>								
Kwong Cotton Spinning and Weaving Company, Ltd. ....	15,000	Tls. 50	Tls. 50	Tls. 150,000 Tls. 45,939	Tls. 8,880	Tls. 5 for year ended 31.10.1908 .....	4 1/2 %	Tls. 115 buyers
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited .....	125,000	\$10	\$10	\$250,000	\$9,553	50 cents for year ending 31.7.08 .....	5 1/2 %	\$9 sellers
International Cotton Manufacturing Company, Ltd. ....	10,000	Tls. 75	Tls. 75	Tls. 175,000	Tls. 8,372	Tls. 6 for year ended 30.4.08 (8 %)	...	Tls. 92
Lao-kung-mow Cotton Spinning & Weaving Co., Ltd. ....	8,000	Tls. 100	Tls. 100	none	Tls. 4,229	Tls. 4 for 1908 .....	...	Tls. 103
Soy Chee Cotton Spinning Company, Limited .....	2,000	Tls. 500	Tls. 500	Tls. 31,172	Tls. 15,911	Tls. 50 for 1901 .....	...	Tls. 360
<b>MISCELLANEOUS.</b>								
Beh'n Asbestos Eastern Agency, Limited .....	8,604	12/6	12/6	\$1,500	£648	10 1/2 p. share or 1907 = \$1.037 .....	10 %	\$10 sales
China-Borneo Company, Limited .....	60,000	\$12	\$12	\$12,000	Nil.	\$1.20 for 1907 .....	9 1/2 %	\$12 1/2
China Light and Power Company, Limited .....	50,000	\$10	\$10	none	\$61,138	60 cents for year ended 28.2.06 .....	...	\$5
China Provident Loan & Mortgage Company, Ltd. ....	125,000	\$10	\$10	\$10,000	\$3,407	80 cents for 1908 .....	7 1/2 %	\$9 1/2 buyers
Dairy Farm Company, Limited .....	40,000	\$7 1/2	\$6	\$8,000	\$48	\$1.50 for year ending 31.7.08 .....	5 1/2 %	\$14 1/2 buyers
Green Island Cement Company, Limited .....	400,000	\$10	\$10	\$12,000	\$5,078	Interim of 40 cents for account 1908 ..	8 1/2 %	\$9.40 sellers
H. Price & Company, Limited .....	12,000	\$10	\$10	\$5,000	\$251	75 cents for 9 months ending 31.12.07 ..	8 %	\$12
Hall & Holt, Limited .....	21,000	\$20	\$20	\$180,000	\$8,957	\$2 for year ending 28.2.08 .....	10 %	\$23 1/2 sales
Hongkong Electric Company, Limited .....	60,000	\$10	\$10	none	\$9,321	\$1 and bonus 20 cts. for year ending 30.2.08	6 1/2 %	\$19 buyers
Hongkong Rope Manufacturing Company, Ltd. ....	5,000	\$25	\$25	\$150,000	\$7,616	Final of 2 1/2 making 5s for 1908 .....	8 1/2 %	\$190 sellers
Maatschappij tot Mijl. Bosch en Landbouw- exploitatie in Langkat, Limited .....	25,000	Ga. 100	Ga. 100	Tls. 547,500 Tls. 65,914	\$8,90	Final of 3 1/2 making 5s for 1908 .....	12 1/2 %	\$24
Peak Tramways Company, Limited .....	25,000	\$10	\$10	\$5,000	Tls. 116,682	{ 1st Quarterly div. of Tls. 1 1/2 for account 1909 .....	6 1/2 %	Tls. 78 1/2 buyers
Peak Tramways Company (new) .....	25,000	\$10	\$10	\$5,000	\$7,471	{ 80 cents on fully paid shares and 60 cents on \$1 paid shares for year ending 30.4.08 ..	6 1/2 %	\$14 1/2
Philippine Company, Limited .....	75,000	\$10	\$10	none	Pa. 18,640	None .....	...	\$8
Shanghai Gas Company, Limited .....	24,000	Tls. 50	Tls. 50	Tls. 100,000	Tls. 6,603	Final of Tls. 4 making Tls. 7 1/2 for 1907 ..	6 1/2 %	Tls. 115 buyers
Shanghai-Sumatra Tobacco Company, Limited .....	30,000	Tls. 20	Tls. 20	Tls. 24,800 Tls. 75,000	Tls. 8,493	Final of Tls. 9 making Tls. 14 for 1907 .....	12 %	Tls. 130 sales
Shanghai Waterworks Company, Limited .....	16,150	£20	£20	Tls. 190,000	Tls. 58,122	Final of 17/8 making 5s for 1907 .....	...	Tls. 437 sales
South China Molding Post, Limited .....	6,000	\$25	\$25	none	Dr. \$56,622	None .....	...	\$24
Steam Laundry Company, Limited .....	30,000	\$5	\$5	none	\$230	40 cents for year ending 31.1.08 .....	7 1/2 %	\$14 sales
Tientsin Waterworks Company, Limited .....	2,000	Tls. 100	Tls. 100	Tls. 12,295 Tls. 4,000	Tls. 201	Tls. 6 1/2 for year ending 30.2.08 .....	...	Tls. 94 buyers
Union Waterboat Company, Limited .....	50,000	\$10	\$10	none	\$172	60 cents for year ending 31.12.08 .....	5 %	\$10 sales
United Asbestos Oriental Agency, Limited .....	10,000	\$10	\$10	\$10,000	\$1,160	{ 80 cents on 10,000 shares and \$10.80 on 100,000 shares for year ending 31.5.07 ..	6 1/2 %	\$23 buyers
Watson, (A. S.) & Co., Limited .....	90,000	\$10	\$10	\$900,000	\$6,438	Interim of 30 cents a/c 1908 .....	6 1/2 %	\$9 buyers
William Powell, Limited .....	15,000	\$7	\$7	none	\$2.95	{ Final of 30 cts. making 60 cts. for the year ended 31st June, 1906 .....	...	\$2 1/2 buyers

\* These shares are entitled to half of the profits ...

## DIVIDENDS PAYABLE:—

Anglo-French Land Investment Co., Ltd. ....	Tls. 6	April 2nd
Green Island Cement Company .....	50 cts.	" 3rd
China Borneo Company, Limited .....	\$1.20	" 5th
Yangtze Insurance Association Limited ..	\$15	" 27th
Union Insurance Society .....	\$47	" 28th

## Intimation.

COMPANIA GENERAL DE  
TABACOS  
DE FILIPINAS.

ESTABLISHED IN 1882. CAPITAL ₱3,000,000.



## "LA FLOR DE LA ISABELA"

High grade cigars manufactured with the most selected leaf grown in the estates of the Company.

## SPECIAL BRANDS:

Pigtails, Vagueros Especiales, Regalia A. Lopez, Regalia G. Pereira, Favoritos A. Lopez, Favoritos A. Correa, Perfectos Especiales, Erquisitos, Reina Victoria, High Life, Londres Finos, Conchas Finas, and other Current Brands.

RETAILED IN ALL THE LEADING STORES.

BARRETTO &amp; CO.,

AGENTS.

## Auctions.

## PUBLIC AUCTION.

THE Undersigned has received instructions from MADAME MARTY, to sell by PUBLIC AUCTION,

## TO-MORROW,

the 20th March, 1900, commencing at 2.30 P.M., at No. 15, Peak Road (Upper Albany).

## A RARE AND VALUABLE COLLECTION OF

## CHINA, BRONZES, JADE &amp; IVORIES

## COMPRISING:—

1 Rare Celadon Vase with Peach Bloom and Blue Decorations, 1 Black Jar with 5-Coloured Decorations, Famille Rose and Famille Vert Jars and Vases, 5-Coloured Jars, Vases and Panels, Blue and White Hawthorn-Jars, Green and Black Hawthorn-Jar, Powder Blue Vase, Apple Green Vases, Celadon Bowls and Vases, Blue and Brown Soft Paste Vase and Cups, Imperial Yellow and Blue Vases, Peach Bloom Jars, Sang De-Bœuf Vases, 2, 8 and 5-Coloured Figures, etc.

Finely Carved Rhinoceros's Horn Cups and Ornaments.

Carved Ivory Figures, Crystal Vases and Cups, Very Fine Jade Vase and Ornament, Jade Cup, Bowls, Figures, etc.

Old Peking Cloisonné Lacense Burners, Vases and Bowls, Peking Silk Embroideries.

Fine Selection of Old Bronzes, (some inlaid with Gold).

## ALSO

Handsomely Carved Canton Blackwood Cabinets, Armchairs, Couch, Jardiniere Stands and 1 Large Screen Inlaid with 5-Coloured Porcelain Panels.

## 1 Limoges Tea Set.

N.B.—Special attention is drawn to the sale of this Private Collection offering a rare opportunity to collectors.

On view on Saturday and Sunday, the 27th and 28th March.

Catalogues will be issued.

TERMS:—Cash on delivery.

GEO. F. LAMBERT,

Auctioneer.

Hongkong, 19th March, 1900.

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## PUBLIC AUCTION

## OF

## PURE IRISH HOUSEHOLD LINENS, LACE CURTAINS,

## TOWELS, &amp;c., &amp;c., &amp;c.

(due to arrive here per S.S. "Tydeus" on the 15th instant)

MESSRS. HUGHES &amp; HOUGH have received instructions to sell by Public Auction on

## TO-MORROW and WEDNESDAY,

the 20th and 21st MARCH, 1900, commencing each day at 2.15 P.M.

## A FINE SELECTION OF

## HIGH CLASS IRISH GOODS

## COMPRISING:—

Irish Linen Double Damask Table Cloths, with Serviettes to match, Irish Linen Tray Cloths, Toilet Sets, Supper Cloths, Lady's and Gent's Irish Linen Hemstitched and Embroidered Handkerchiefs, Fine Turkish Towels, All Linen Towels, Bath Towels, Bath Sheets, Irish Tea and Glass Cloths, Fine (White and Cream) Lace Curtains, a fine assortment of Underskirts and Skirts, White Satin Quilts, Five o'clock Tea Cloths, Irish Hand Embroidered Bedspreads and Top Sheets, Silk Moiré Underskirts, Longcloth Nightdresses, Nainsook Camisoles, Chemises, All Linen Bed Ticks, Pyjama Suits, Tea Cosy, Cushion Covers, Linen Embroidered Pillow Cases, Pyjamas Jacket, Flannellette Nightdresses and Gowns, Sheets, Robes, &amp;c., &amp;c.

## AND

A small quantity of English Tweeds, Serges, &amp;c., in Suit Lengths (A few lots of Yamatoya (Japanese) Crêpe Shirts will also be put up for sale).

The above Goods will be on view from Monday, the 19th instant, when catalogues may be had on application.

TERMS:—As usual.

HUGHES &amp; HOUGH

Auctioneers.

Hongkong, 19th March, 1900.

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